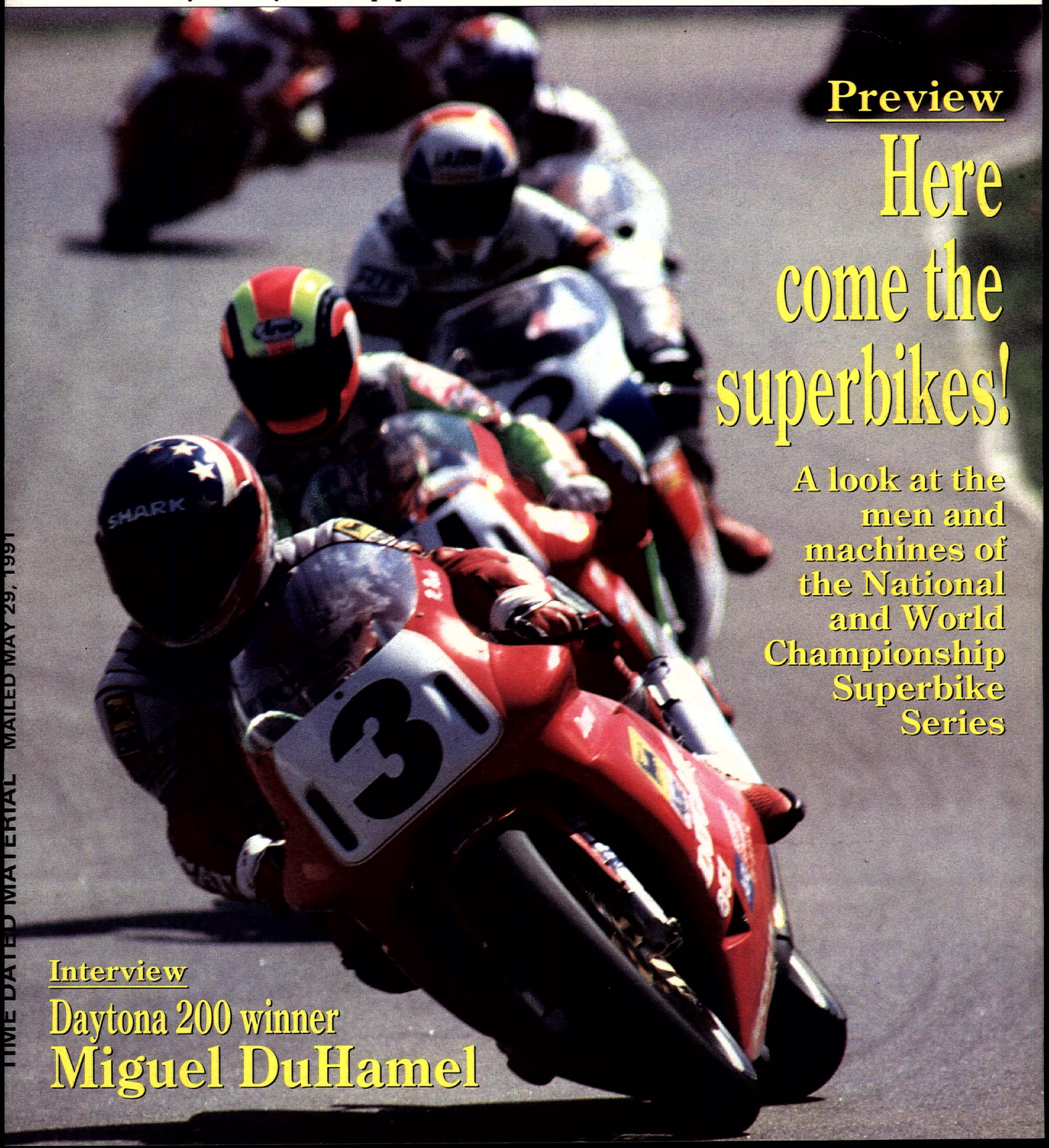
CYCLE NEWS

America's weekly motorcycle newspaper June 5, 1991: Number 21 (outside the U.S. $2.75) $2.00



Preview

Here come the superbikes!

A look at the men and machines of the National and World Championship Superbike Series

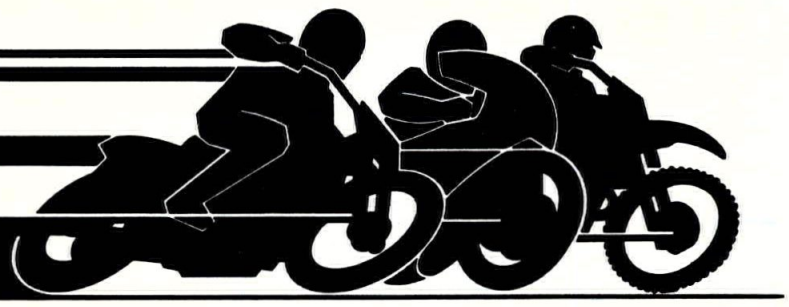
Interview

Daytona 200 winner Miguel DuHamel

TIME DATED MATERIAL MAILED MAY 29, 1991

PLAN NOW FOR AMA'S MAJOR 1991 CHAMPIONSHIP SERIES

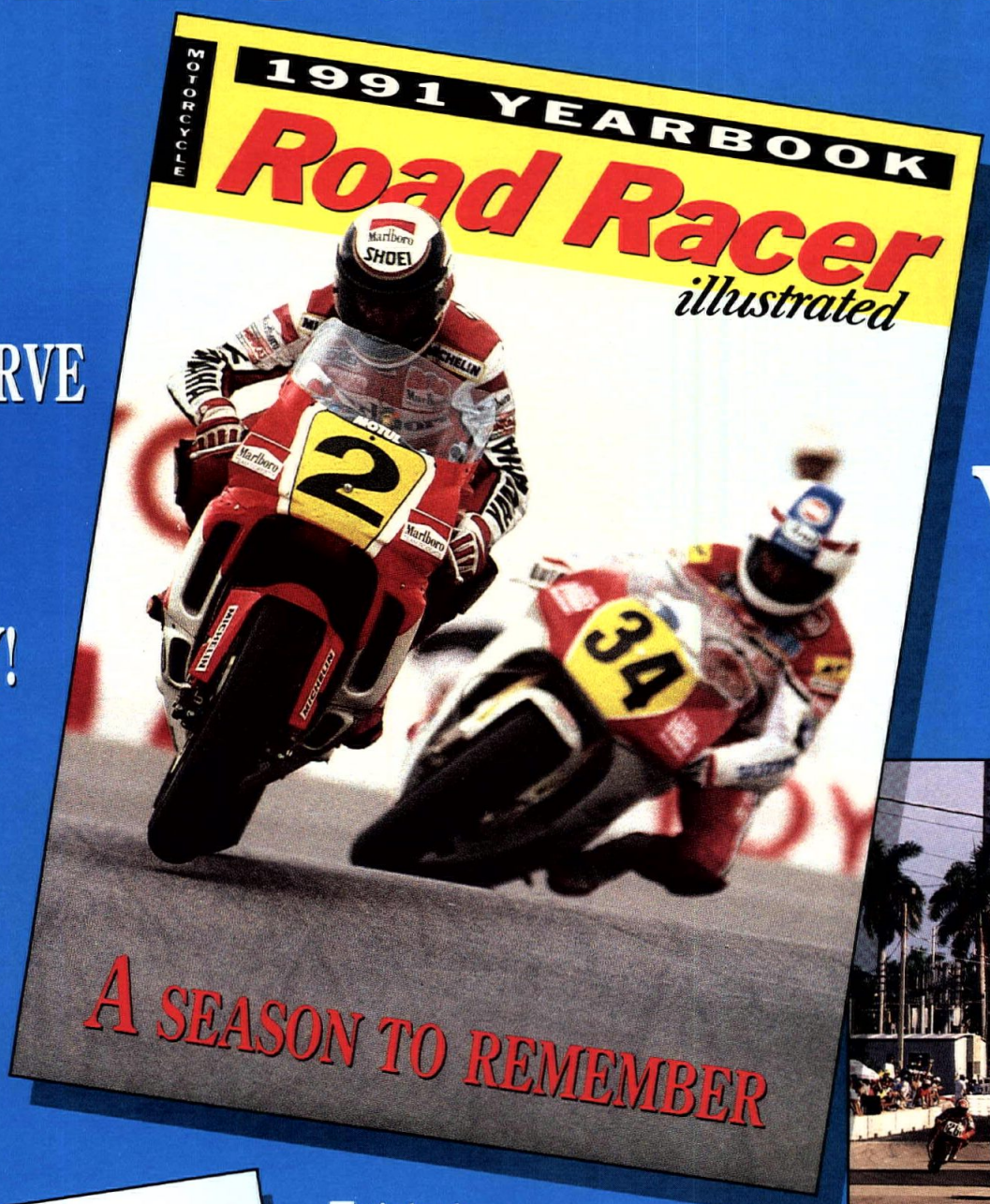
Date	Event Type	Location	Winner/Ticket Info.
March 1-10	National Road Race	Daytona Beach, FL	Miguel DuHamel
March 3	National Motocross (125/250)	Gainesville, FL	Jeff Stanton
March 9	Camel Supercross	Daytona Beach, FL	Jeff Stanton
March 9	Camel Pro Short Track	Daytona Beach, FL	Ronnie Jones
March 16	Camel Supercross	Tempe, AZ	Jean-Michel Bayle
March 24	National MX (125/250)	Sacramento, CA	John Dowd
April 6	Camel Supercross	St. Petersburg, FL	Jean-Michel Bayle
April 6	Camel Pro Mile	Sacramento, CA	Chris Carr
April 13-14	Camel Supercross	Pontiac, MI	Bayle/Bradshaw
April 18-21	U.S. Road Race Grand Prix	Monterey, CA	Wayne Rainey
April 20	Camel Supercross	Charlotte, NC	Jean-Michel Bayle
April 27	Camel Supercross	Irving, TX	Damon Bradshaw
May 4	Camel Supercross	Las Vegas, NV	Mike LaRocco
May 11	Camel Pro Half-mile	Pomona, CA	Scott Parker
May 18	Camel Supercross	East Rutherford, NJ	Jeff Stanton
May 19	Camel Pro Mile	San Jose, CA	Scott Parker
May 26	National Motocross (125/250)	Mt. Morris, PA	(304) 594-1157
May 26	Camel Pro Mile	Springfield, IL	(217) 753-8866
June 7-9	World Championship Superbike	Brainerd, MN	(612) 475-1500
June 8	Camel Supercross	Oklahoma City, OK	(813) 822-8929
June 8	Camel Pro Half-mile	Louisville, KY	(502) 454-0788
June 14-16	National Road Race	Loudon, NH	(603) 783-4931
June 15	Camel Supercross	San Jose, CA	(213) 931-7952
June 22	Camel Supercross	Los Angeles, CA	(714) 938-4100
June 28-30	National Road Race	Elkhart Lake, WI	1-800-365-RACE
June 29	Camel Pro Half-mile	Lima, OH	(419) 476-8048
July 4-6	National Road Race	Charlotte, NC	(704) 251-0601
July 7	National Motocross (125/250)	Buchanan, MI	(616) 695-6405
July 13	Camel Pro Half-mile	Hagerstown, MD	(301) 582-0640
July 13-14	National Road Race	Miami, FL	(305) 665-RACE
July 14	250cc Motocross Grand Prix	New Berlin, NY	(607) 965-8784
July 20	Camel Pro Mile	Syracuse, NY	(716) 648-5100
July 21	National Motocross (125/250)	Axton, VA	(703) 650-3030
July 27	Camel Pro Half-mile	Oklahoma City, OK	(405) 948-6800
July 28	National Motocross (125/250)	Troy, OH	(513) 335-4763
Aug. 2-4	National Road Race	Lexington, OH	(419) 884-4000
Aug. 4	National Motocross (125/250)	Southwick, MA	(413) 569-6801
Aug. 4	Camel Pro Tourist Trophy	Peoria, IL	(309) 697-1285
Aug. 7	Camel Pro Half-mile	Rapid City, SD	(605) 393-2123
Aug. 9-11	National Road Race	College Station, TX	(409) 690-2500
Aug. 11	National Motocross (125/500)	Millville, MN	(507) 753-2779
Aug. 24	Camel Pro Mile	Indianapolis, IN	(317) 927-1482
Aug. 25	500cc Motocross Grand Prix	San Bernardino, CA	(602) 948-4137
Sept. 1	National Motocross (125/500)	Washougal, WA	(503) 673-1671
Sept. 1	Camel Pro Mile	Springfield, IL	(217) 753-8866
Sept. 6-8	National Road Race	Topeka, KS	1-800-657-7223
Sept. 15	Camel Pro Mile	San Jose, CA	(408) 438-3210
Sept. 20-22	National Road Race	Rosamond, CA	(805) 256-2471
Sept. 22	National Motocross (125/500)	Binghamton, NY	(607) 648-4997
Sept. 29	National Motocross (125/500)	Delmont, PA	(304) 594-1157
Oct. 5	Camel Pro Half-mile	Pomona, CA	(714) 533-4444
Oct. 6	National Motocross (125/500)	Budds Creek, MD	(301) 475-2000
Oct. 12	Camel Pro Mile	Sacramento, CA	(714) 533-4444
Oct. 13	National Motocross (125/500)	New Berlin, NY	(607) 965-8784



MOTORCYCLE

1991 YEARBOOK

Road Racer *illustrated*



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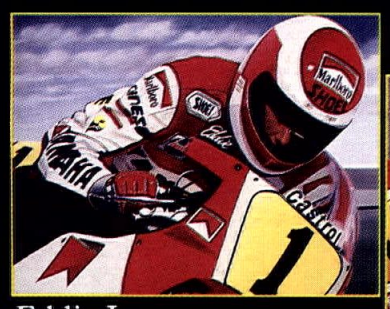
Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.

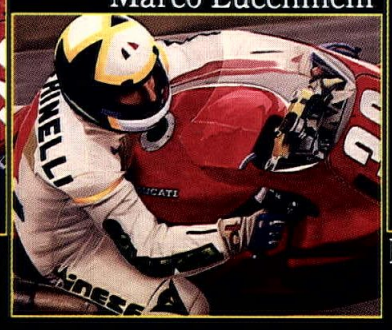
Kevin Schwantz



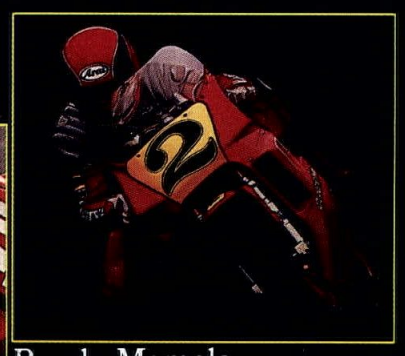
Eddie Lawson

Wayne Rainey

Raymond Roche



Marco Lucchinelli



Randy Mamola

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CYCLE NEWS

Daytona 200 winner

Miguel DuHamel

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THE LEADER IN STYLE

IN THE WIND By Papa Wealey

Canadian road racer **Jeff Gaynor** (Suz) won round three of the WERA Formula USA Series at Shannonville Motorsports Park in Shannonville, Ontario, Canada, May 26. Gaynor topped fellow Canadian Pascal Picotte (Yam) and Ohioan Tom Kipp (Yam) to win the rain-sodden event. The WERA Formula Two race was won by Canadian **Darell Cooney** (Yam) over countrymen Dave Sjoblom (Hon) and Richard Nelson (Yam). The WERA Pro Series event also served as the opening round of the Canadian National Championship.

Two of the favorites for the WERA F-USA race were knocked out of the race in the first corner. Heat race winner Benoit Pilon lost control of his Yamaha and crashed into Marlboro Roberts Yamaha's **Robbie Petersen**. Both riders escaped the crash without injury. Series point leader, **Rich Oliver**, finished sixth in Canada after starting his Marlboro Yamaha on the back row, due to a heat-race crash.

Steve Hatch (Suz) was the Intent class overall winner at round three of the National Reliability Enduro Series in McArthur, Ohio, May 26. **Scott Summers** (Hon) finished second overall and **Ed Lojak** (ATK) was third. Terry Cunningham (Kaw) topped Duane Conner (Kaw) and Scott Plessinger (Kaw) in the Non-Intent class.

Pekka Vehkonen (Yam) scored the overall win at round five of the World Championship 250cc MX Series in Hyvinkaa, Finland, on May 26. American **Trampas Parker** (Hon) failed to finish one moto and finished 11th in the other, dropping to second in the point standings behind **Alessandro Puzar** (Suz), who also failed to finish one moto in Finland. American **Mike Healey** (KTM) posted 4-6 moto finishes.

A benefit fund has been started for dirt tracker **Scott Adams** who suffered paralyzing injuries in a recent paved oval half mile race at Langley Speedway in Hampton, Virginia. Adams, who hails from Oklahoma City, Oklahoma, underwent a spinal fusion operation last week at Riverside Medical Center in Newport News, Virginia, and is expected to be transferred to a medical center in Oklahoma in the very near future. Donations to help defray mounting medical expenses can be sent to: Scott Adams Benefit Fund, c/o Central Bank, ATTN: Linda Suggs, P.O. Box 656, Oklahoma City, OK 73101.

The City of Laconia, Weirs Beach and a number of Belknap County businesses and organizations have banded together to revive the annual **motorcycle parade** from Laconia to New Hampshire International Speedway for the June 16 Loudon Camel Classic, a round of the AMA National Championship Road Race Series. The last such parade was held more than 10 years ago. The parade will leave from the Fun Spot on Route 3 north of Laconia at 10 a.m., tour through Weirs Beach and proceed down Route 106 to the speedway. A special parking area has been reserved for parade riders.

Team Honda's **Jeff Stanton** and **Jean-Michel Bayle** will be on hand at Livermore Honda in Livermore, California, from 5-6 p.m. on Friday, June 14, to speak with fans and sign autographs. Their appearance is in conjunction with the following evening's San Jose round of the Camel Supercross Series. Livermore Honda is located at 2330 Railroad Avenue.

The July 13-14 **U.S. 250cc MX GP** at Unadilla Valley Sports Center in New Berlin, New York, will be televised on ESPN. The one-hour program, which will be produced by Seals Communications, is scheduled for broadcast at 6 p.m. Eastern time on August 10. Check your local listings.

There will be **no camping** permitted at Unadilla this year, and no glass containers, scaffolding or alcoholic beverages will be allowed on the Unadilla grounds. Ticket prices will be $30 for the full weekend with a $3.00 discount for advanced sales, while Sunday-only tickets will be available at the gate for $26.

Jonathan DeLnagro, who was injured in the May 19 Meadlowlands Amateur Supercross, is in a coma in the hospital. Cards and letters can be sent to: Hackensack Medical Center, ICU, ATTN: Jonathan DeLnagro, 30 Prospect Ave., Hackensack, NJ 07601. By winning his fourth consecutive San Jose Mile race on May 19, three-time Grand National Champion **Scott Parker** scored his 26th National mile win and moved into first on the all-time mile win list, surpassing the record of 25 mile wins held by former Grand National Champion Bubba Shobert. The victory brought Parker within one win of Jay Springsteen's all-time National win record of 40.

Before the start of the AMA 600cc National Championship final at San Jose on May 18, Papa saw defending Grand National Champion **Scott Parker**, former Grand National Champions **Bubba Shobert** and **Jay Springsteen**, Team Harley-Davidson's **Kevin Atherton** and Garvis Honda Town rider **Ronnie Jones** drawing numbers out of a hat. Each bet $5 and drew the top 600cc riders' numbers, with the pot to go to whoever held the winning rider's number. After defending National Champion **Chris Carr** romped off to an easy win, Springsteen was seen with a big smile on his face as he counted his winnings. "Hell, this'll pay my entry tomorrow!" joked Springsteen, referring to the following day's San Jose Mile National.

Canadian **Steve Aseltine**, winner of the 1990 Daytona Short Track round of the Camel Pro Series, will make what is being billed as his only dirt track race appearance in his home country when he takes part in the July 1 **Kawartha Downs National Half Mile**.

Following his 7-11 moto finishes in the 125cc class at the May 26 Mt. Morris 125/250cc National Motocross, **Tallon Vohland** underwent surgery on May 28 to repair the troublesome left shoulder he dislocated at the Meadowlands Supercross. Vohland, who competes in the 125cc Eastern Regional Supercross Series, will miss the Oklahoma round and the East-West Showdown at the final round of the Camel Supercross Series in Los Angeles, California, but expects to return to action at the July 7 Red Bud 125/250cc National in Buchanan, Michigan.

Scott USA representative **Bevo Forti** devised an innovative way to prevent sweat from dripping into goggles at the hot and humid Mt. Morris National MX. Bevo cut a strip from a "feminine napkin" and taped it to the goggle foam in order to soak up excess sweat on a rider's forehead.

Dublin Kawasaki and Suzuki in Dublin, California, will host an autograph session from 6-9 p.m. on June 14 featuring Team Kawasaki motocrossers **Jeff Ward**, **Jeff Matiasevich** and **Mike Kiedrowski** plus Team Suzuki's 125cc National Champion **Guy Cooper**, **Mike LaRocco**, **Tallon Vohland** and **Denny Stephenson**. The event is in conjunction with the June 15 San Jose Supercross. Dublin Kawasaki and Suzuki is located at 6044 Dougherty Road.

Motocrossers **Ron Tichenor**, **Doug Dubach**, **Erik Kehoe**, **Mike Fisher**, **Mike Jones**, **Michael Craig**, **Larry Brooks**, **Kyle Lewis** and **Chris Young** will compete in Scandinavian supercrosses in Gothenburg, Sweden, on September 6 and in Helsinki, Finland, on September 8.

Ray Groom of **So. Cal. XRs** called Papa with a reminder that there are still four races left in this year's XR Mini Series that will be held at locations throughout Southern California. Classes are available for both

Schwantz nips Rainey in German GP

Team Lucky Strike Suzuki's Kevin Schwantz (right) narrowly beat Team Marlboro Roberts Yamaha's Wayne Rainey to win a thrilling German Grand Prix in Hockenheim, Germany, on May 26. World Championship leader Michael Doohan was the early race leader on his Rothmans Honda before slowing with tire-wear problems and eventually finishing third.

Cagiva's Eddie Lawson finished fourth with Rothmans Honda's Wayne Gardner rounding out the top five. Californian Doug Chandler (Yam) finished ninth while John Kocinski (Yam) crashed out of the race.

Doohan now leads Rainey by 12 points, 106-94, with Schwantz moving up to third in the standings with 75 points.

The 250cc GP was won in dominating fashion by German Helmut Bradl on the HB-backed Honda. Bradl led the entire race, beating Repsol Honda's Carlos Cardus by 13.5 seconds. Sharp-Samson Honda's Wilco Zeelenberg finished third, followed by championship leader Luca Cadalora on the Rothmans Honda and HRC's Masahiro Shimizu.

Cadalora leads the championship point standings by 19 points over Bradl, 110-91. Cardus is third with 82 points.

Germany's Ralf Waldmann (Hon) won his home 125cc GP, beating defending World Champion Loris Capirossi (Hon) across the line by a scant .288-of-a-second. Heinz Luethi (Hon) finished third. Capirossi now leads Fausto Gresini, who crashed in Germany, 84-71, in the championship point standings. Waldmann is third with 56 points.

Trails bill passes Senate Committee

The National Recreational Trails Fund Act cleared a major hurdle in the Senate on Wednesday, May 22, when the Senate Environment and Public Works Committee passed the Surface Transportation Efficiency Act (S965) by a unanimous vote. The trails act is incorporated as Title II of that legislation.

Little more than a week before the vote, according to the Motorcycle Industry Council (MIC), Ohio Senator Howard Metzenbaum announced that he would offer an amendment to Title II. His amendment could have diverted all trails fund monies to non-motorized recreation. This would have destroyed the intent of the trails bill as introduced by Idaho Senator Steve Symms.

According to a Symms aide, as late as Friday, May 17, the committee remained divided on the proposed amendment. However, a last-minute flood of phone calls, mail and electronic messages from off-road riders, OHV club leaders, dealers and motorcycle-related businesses in the committee members' states gave Symms the support he needed to keep Title II intact.

On May 21, the day before the committee met, Symms and Metzenbaum negotiated a minor change in language. The Ohio senator then agreed to withhold his amendment. That led to a decision by the committee leadership that Title II would not be discussed during highway bill deliberations. Thus, the trails act retained all the provisions supported by MIC when the committee favorably reported the entire highway reauthorization bill.

The National Recreational Trails Fund Act would channel federal gas tax revenues from off-highway vehicle use to state trails programs, benefitting both motorized and non-motorized trail users.

Action on S965 by the full Senate is likely during the week of June 10, MIC reported.

New language inserted in (S965) removes potential confusion over motorcycle use of HOV lanes.

With assistance of the American Motorcyclist Association, Idaho Senator Symms amended the section regarding HOV lane passenger requirements to ensure that motorcycles could not be considered "single occupant vehicles." When first introduced, the bill set a two-occupant minimum for vehicles in HOV lanes. That left in question whether a motorcycle and rider could be considered a single occupant vehicle. Current federal law requires states to allow motorcycles in federally-funded car pool lanes unless deemed a safety hazard.

The comprehensive highway reauthorization bill contains no changes in provisions that would encourage states to pass motorcycle helmet and automobile seat belt laws. The bill would authorize funding for public motorcycle and auto safety education programs after a state enacts such laws. After the first year, grants could continue only if a state achieves specified compliance levels in helmet and seat belt use.

IN THE WIND By Papa Wealey

stock and modified four-stroke minis. For more information contact So. Cal. XRs at 213/492-6173.

Last week we reported that Australian road racer **Kevin Magee** appeared set to accept an offer to ride factory-backed Kawasakis in both Formula One and Superbikes events. Late news from Australian Motorcycle News, however, says that Magee has flown to Japan to finalize arrangements with Yamaha in a deal that will see him ride a YZR500 in the All-Japan 500cc Championship as well as selected GPs. The deal may also see him compete on a Yamaha YVF750 in the Suzuka 8-Hour endurance race in Japan.

Brazilian road racer **Alexandre Barros** crashed his factory Cagiva during practice for the German GP at Hockenheim on May 26 and dislocated a bone in his wrist. Barros will undergo surgery and may be out of action for as long as three months. Frenchman **Jean-Philippe Ruggia** was another pre-German GP crasher. The Sonauto Yamaha rider broke his collarbone in practice, but is expected to return for the next GP in Austria on June 9.

The **Yugoslavian Grand Prix** has been canceled because of political unrest in that country, and will be replaced by a GP in Jarama, Spain, on June 16.

The future of the Brazilian round of the World Championship Road Race Series is also in doubt. Texan **Kevin Schwantz** is scheduled to inspect the Brazilian circuit to see if the requested track improvements have been made.

With riders competing in the road race GPs able to **throw out their worst two scores** in 1991, the championship may get tight in the final rounds. If the two lowest scores were dropped at this point in the season, Michael Doohan would lead Wayne Rainey by only two points, 74-72, in the 500cc World Championship with Kevin Schwantz holding third with 66 points. The 250cc point standings would see Luca Cadalora leading Helmut Bradl, 80-74, with Carlos Cardus third with 62 points.

Commonwealth Racing's Miguel DuHamel and Rich Arnaiz will be backed by **Camel** in the second round of the AMA Superbike National Championship on June 16 at New Hampshire International Speedway. The Honda RC30-mounted team were originally slated to have Camel backing only at Daytona, Mid-Ohio and Miami, but R.J. Reynolds has decided to back the team at Loudon as well.

According to Commonwealth Racing's team owner Martin Adams, DuHamel and Arnaiz will compete only in the AMA/CCS 600cc Supersport race at the U.S. round of the **World Championship Superbike Series in Brainerd**, Minnesota, on June 9, and not in the World Superbike race. "We damaged a lot of equipment in England (at the TransAtlantic Match Races), and it hurt the parts budget," Adams said. "Plus, with our flat-slide carburetors excluded from World Superbike racing, we're not sure it (the RC30) would be competitive at the moment with the Ducatis."

The Best Western Saddleback Inn in Oklahoma City, Oklahoma, is offering special rates to competitors and spectators for the July 27 **Oklahoma City Half Mile** round of the AMA/Camel Pro Series at the Oklahoma City Fairgrounds. The hotel is approximately two miles north of the airport and one mile west of the fairgrounds, according to race promoter/racer Ronnie Jones. For more information contact the motel at 800/228-3903.

WERA has announced that beginning with the fourth round of the WERA Pro Series on June 23 at Seattle International Raceway in Washington, the **Formula Two races will be run under a two-race format**. Points will be awarded for each race with the event win awarded to the rider accumulating the most points over the two races with the second race counting as a tie breaker. Each race will be shortened to roughly 25 miles. In addition, WERA will also begin using starting lights similar to those used in the World Championship Road Race Series.

J&P Promotions has rescheduled the recently rained-out **2nd Annual Ohio All-Harley Drags** at Kil Kare Dragway in Xenia, Ohio. The new date for the AHDRA-sanctioned event is Sunday, July 14.

The **National Motorcycle Museum and Hall of Fame** in Sturgis, South Dakota, will host an **art show** in conjunction with the Black Hills Motor Classic, August 5-11. The theme of the non-judged show is exclusively motorcycles and motorcycling. All professional and amateur painters, sculptors and photographers are urged to contact Lynn Scheopner, executive director of the museum, as soon as possible since space is available on a first-come, first-served basis. Write to: National Motorcycle Museum and Hall of Fame, P.O. Box 602, Sturgis, SD 57785.

Although owners of the current Rotax 600cc motors are up in arms over the news of a new engine, the AMA rulebook states: "It is the continuing intention of AMA to allow competitors **maximum latitude** in meeting rules calling for 600cc single cylinder dirt track machines."

Tickets for the August 24-25 **U.S. 500cc MX GP** at Glen Helen OHV Park in San Bernardino, California, will go on sale at participating Honda, Suzuki and Yamaha dealerships and at Ticketmaster locations throughout southern California in June. Advance tickets are discounted $5. Special air fare, car rental and lodging discounts are available to GP attendees. American Airlines is offering special event-related travel rates; call 800/433-1790 and ask for Star #S1281Q1. Budget is the official rent-a-car of the U.S. GP; call 800/772-3773 and ask for I.D. #VAR3/USGP. The Maruko Hotel and Convention Center in San Bernardino is the official race headquarters and is offering race fans a special $58 rate; call 800/472-3353 and mention the U.S. GP.

Green Sticker Fund rip-off approved

A California Assembly budget committee on Monday, May 21, rejected a proposal by Assemblywoman Carol Bentley (D-El Cajon) and Governor Pete Wilson to establish a new off-road riding area at Otay Mesa in San Diego County, and instead approved a transfer of between $8 and $10 million of Green Sticker Fund money to the General Fund.

Despite vigorous opposition from the governor's office, the Department of Parks and Recreation, Assemblywoman Bentley and the Off-Road Vehicle Legislative Coalition, the Assembly budget committee voted 4-to-1 to transfer the money with no apparent payback provisions.

The only vote in support of the OHV Park and keeping the money in the OHV Fund came from longtime off-roader ally Assemblyman Pat Nolan (R-Glendale). Leading the arguments in favor of killing the park and stealing the money were Assemblymen Gerald Felando (R-San Pedro), Richard Polanco (D-Los Angeles), Jack O'Connell (D-Santa Barbara) and Jim Costa (D-Fresno).

Unless off-roaders act quickly, the Senate is likely to take similar action before the end of May. Off-roaders are urged to write to Senators Dan McCorquodale (D-Santa Clara, Don Rogers (R-Bakersfield) and Dan Boatwirghtr (D-Concord) and ask them to leave the Green Sticker Fund alone. Letters should be sent to senators at the State Capitol, Sacramento, CA 95814.

If successful, this will be the fourth time that OHV funds have been ripped off for other than OHV uses. In 1982 then-Gov. Jerry Brown took $8.5 million, the next year then-Gov. Deukmejian helped himself to $13 million more, and last year Deukmejian reached in again for $3 million but structured it as a loan which is being repaid. So far, Gov. Wilson is saying "no dice" to the current proposals to use our money to balance the budget.

Schmit injured in Hungarian 125cc GP

Defending 125cc MX World Champion Donny Schmit broke his right thumb and collarbone when he crashed on the first lap of the second moto at the Hungarian 125cc MX GP in Kaposvar, Hungary, on Sunday, May 26.

The Minnesota rider returned to his Belgian base the following day and is expected to be out of action for three to four weeks. After dominating the first three rounds of the World Championship 125cc MX Series and finishing second in the first moto in Hungary, Schmit was dropped to second in the point standings by Stefan Everts (Suz), who won both motos. American Bob Moore (KTM) finished second overall and South African Greg Albertyn (Hon) was third. American Willie Surratt (Hon) posted 7-12 moto finishes.

Everts leads Schmit in the point standings, 134-129, while Moore lies third with 112 points. Schmit will likely miss the Swiss and Belgian GPs, and his chances of repeating as World Champion are further diminished by the likely cancelation of the two South American GPs in July.

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VOICES Letters to the editor

Special people

I would like to thank Rick Campbell of Double Cross Racing for taking the time to help me when I was in a bind.

At a Double Cross event in San Bernardino, California, on April 28, I dislocated my shoulder and was taken to the hospital and not released until 8 p.m. There was nobody at the races with me, but Rick and his Double Cross staff loaded my bike and gear into my truck and Rick took it to his home where I picked it up the following day.

A special thanks to some special people.

Dean Teague
Riverside, CA

ATTN: ISDE Intent riders

The Trask Mountain Two-Day Trial has an entry problem. In an attempt to resolve it, we are asking for your help.

Briefly, we limited the event to 400 riders in 1991 after discussions concerning course considerations with those individuals who own or administrate the lands we use. The entry quickly filled, and we find ourselves with a number of Letter of Intent riders who need to enter our event in order to qualify for the ISDE team going to Czechoslovakia. We have no numbers to give them, as the Schedule I (Letter of Intent and Expert) slots are completely gone.

So, what we are asking is that *any* Schedule I rider (again, either Letter of Intent or Expert) who has entered our event and discovers, for whatever reason, that he or she is unable to ride, please notify Carl Mendenhall at 503/472-6567. We will refund their entry fee and thank them profusely. And some lucky rider may get a chance to ride in Czechoslovakia.

Dennis Bershaw
Secretary
Trask Mountain M.C.
McMinnville, OR

Disappointed race fan

On May 19, I went to the Santa Clara County Fairgrounds to watch the San Jose Mile. I left very upset, after a long day and a long trip, plus the expense of everything involved (transportation, tickets, parking, etc.). The day was probably the "straw that broke the camel's back," to coin a phrase. (Camel as in Camel Pro.)

They didn't even run the Junior main event, apparently stating that the track was not safe. It really wasn't safe to run the Experts either (they were the ones doing all the falling). Fair is fair, and if some of the Juniors felt the track was dangerous, they should have had the opportunity to race or not to race. Whoever makes these decisions should think of being fair to one and all.

The bottom line is all the Experts were once Juniors, and they had their days of glory.

I will continue to enjoy the races, but fully intend to complain if I continue to see such unfairness. I'm tired of seeing the Junior riders treated differently from the Experts, and I'm not alone.

Bev Hughes
Stockton, CA

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

IN THE WIND By Papa Wealey

M.D. "Thunder" Klunder, president of Minneapolis, Minnesota-based AMR/Individual Sports Institute, will take his **Wall of Death Motordrome** to Sturgis, South Dakota, for the August 4-9 International Vintage Motorcycle Convention. "This will be one of the first appearances of the 'drome since it was acquired and restored a year ago," Klunder said. Don Daniels, Mike Morrison, and a female rider who goes by the name of "Samantha" will perform daily in the 'drome at Sturgis. Klunder will also promote vintage half mile races at Sturgis.

The Motorcycle Industry Council reports that on May 15 the U.S. **Consumer Product Safety Commission** (CPSC) voted not to continue its Advance Notice of Proposed Rulemaking concerning ATVs. That vote and three related motions adopted by the commissioners ends the imminent threat of ATV regulation by the CPSC. However, the commissioners also voted to continue monitoring industry performance under the consent decree with particular emphasis on dealer compliance regarding age requirements. The commissioners' decision effectively removes the CPSC's six-year-threat to ban ATVs.

CORRECTION: In our coverage of the May 4 SBS/Performance Machine WERA National Endurance Series round at Ohio's Nelson Ledges Road Course, we had Rod Kirian listed as one of the riders who took the DAK Racing Suzuki GSXR110 to a third place finish. Kirian owns the team and did not ride. In addition to Steve Heilman and Tom Wilson, Scott Seferian piloted the bike in the six-hour race.

RESIGNED: Mike Cova, the AMA's Southeast Region Individual Member Trustee, from the association's board of trustees after serving 15 months of a three-year term. Cova submitted his resignation during the board's May 4 meeting in Memphis, Tennessee. According to the AMA, Cova stated that irreconcilable differences between him and the majority of the board members were severely hampering his productivity as a trustee, and that the AMA would be better served by his resignation. The board has the option of either filling the vacancy by appointing another representative of the Southeast Region to serve the remainder of Cova's term, or simply leaving the position unfilled until the next election for that seat, which is scheduled for early 1993.

SOLD/MOVED: Guy Cooper's Competition Connection to Cooper's business partner Steve Bayles. The new location is 712 E. 6th St., Unit D, in Stillwater, Oklahoma. The phone number is unchanged: 405/377-2525.

BORN: Twin boys, Simon and James, to photographer David Dewhurst and his wife Anne on May 23 in Orange, California.

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ON THE FRONT PAGE:

World Champion Raymond Roche (3) leads the way as the World Championship Superbike Series comes to America. Photo by Larry Lawrence.

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America's weekly motorcycle newspaper

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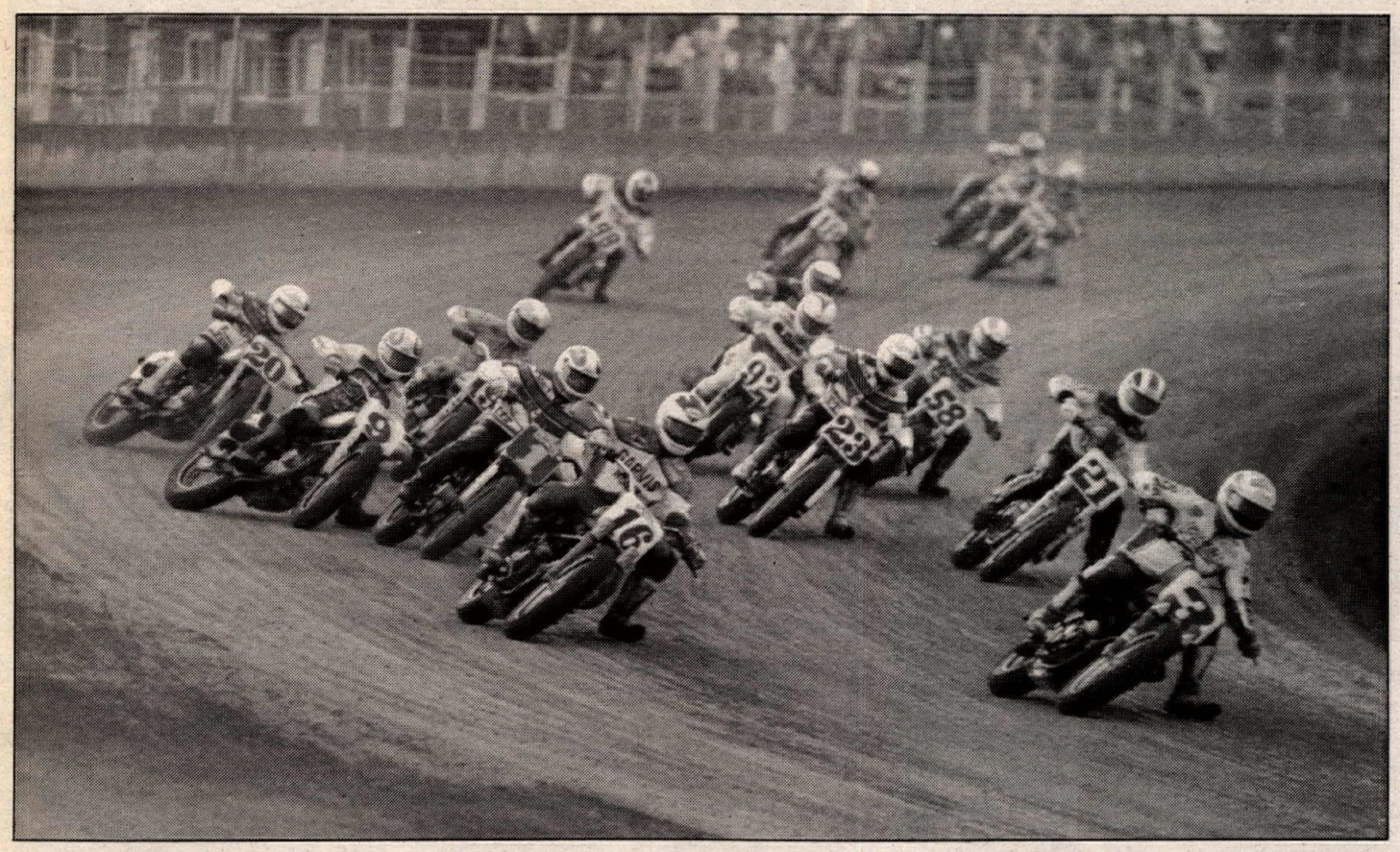
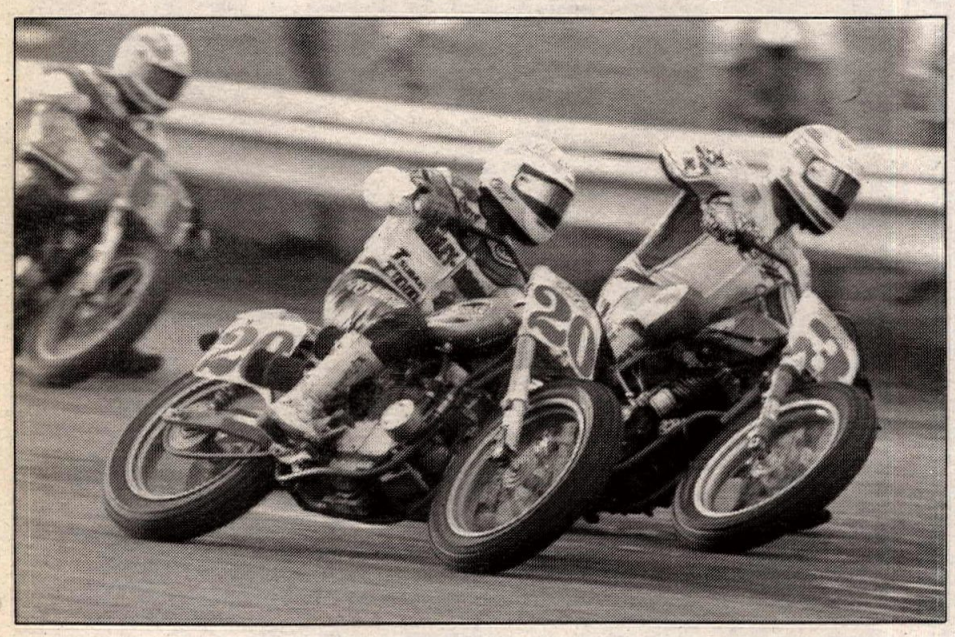
DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 5



Ricky Graham (3) led Ronnie Jones (16), Scott Parker (1), Kevin Atherton (23) and the rest of the field at the start of the final.

Graham (3) and Chris Carr (20) argued over the lead throughout the final.



Graham storms back at Springfield Mile

By Donn Maeda
Photos by Bert Shepard and Maeda

SPRINGFIELD, IL, MAY 26

"Everybody counts me out," said former Grand National Champion Ricky Graham, whose last National victory came in 1986 at the Indianapolis Mile, before the Springfield Mile. "They say, 'Oh, Graham will never win another National.' But mark my words, I'm gonna win one soon."

Graham backed up his words by edging Team Harley-Davidson's Scott Parker at the Illinois State Fairgrounds in front of nearly 14,000 spectators. Graham's win marked the first time that a National mile was won by a non-Team Harley-Davidson rider since Honda-mounted Dan Ingram won the Syracuse Mile in 1988. In the 18 Mile Nationals run prior to Sunday's Springfield race, Parker had won 16, while Carr topped two.

Besides ending a five-year dry spell for the two-time Grand National Champion, Graham's win moved him ahead of Parker for the most career wins at Springfield. Entering the event, Parker and Graham boasted six wins each, with Parker's last five coming in consecutive races.

Graham's win came under cloudy skies, as rain delayed the event for over four hours between the heat races and the semi-finals.

Trailing Graham and Parker across the finish line was Chris Carr. With his third place finish, Team Harley-Davidson's Carr maintains the series points lead with 75 points, but teammate Parker is close behind with 69 points. Graham's win vaulted him into fourth with 48 points, only two points behind Ronnie Jones, who finished fifth at Springfield.

Graham's win earned him $5760 of the $40,000 purse, while Parker went home $3840 richer, and Carr pocketed $2880.

When the 57 Experts took to the track for time trials, Parker rounded the track fastest with a time of 35.657 seconds, at 100.962 miles per hour, far off Graham's 34.548/104.203 record set in 1984. Graham was close behind at 35.679/100.899, while third fastest qualifier Kevin Atherton, the third member of the Harley-Davidson factory team, was the last rider to break under 35-seconds with a 35.814/100.519 lap logged on timer Gil Dosmegan's clocks.

For the second week in a row, 1990 Rookie of the Year Mike Hale qualified for the five-lap $17,500 Camel Challenge race that fields the day's six fastest qualifiers. Bartels' Performance-backed Hale posted the fourth fastest lap at 36.025/99.931, ahead of Donahue Harley-Davidson rider Davey Durelle, who turned in a 36.039/99.892 for fifth fastest. Carr rounded out the top six fastest qualifiers, posting a 36.011/99.803, to grab the last slot in the Camel Challenge.

"I felt great out there," said Parker. "We've got the bike really dialed in; we didn't have to make any real drastic changes to the bike. I'm real confident about making some history today." The history Parker was referring to was winning his 40th National which would have qualified him with all-time win leader Jay Springsteen.

"I haven't felt this good since I rode for Team Honda," said Graham. "I feel totally at home out there, and I was real close to Parker."

Heats

Terry Poovey blasted off the line in the first of three 10-lap heat races, and led Parker, Larry Pegram and Carr into turn one. Poovey led for the first three laps, but Carr and Parker drafted past, and took turns at the point position for the next five laps. Poovey struck back and led on lap seven, but was forced to settle for third at the finish, inches behind Carr and Parker after Parker led coming out of turn four on the final lap, only to see Carr pull off a picture- perfect draft pass at the finish line to score the win.

Carr, Parker and Poovey transferred directly to the main event, while the fourth through ninth place finishers headed for a semi.

"It was real close," said Carr. "Scotty tried to break away, but I got a real good drive and was able to get him at the line. We blistered a tire pretty bad, but I guess that's the problem with running tires that are 18 years old in design."

"Chris rode real strong," said Parker. "The track is shaping up pretty good, and I'm counting on being up front in the final."

"I was just in the wrong place at the wrong time" said Poovey, who seemed pleased with third place. "I felt good, though, the best I've felt all year. I was running with the two point leaders, so I must've been going OK."

Steve Morehead was the fastest off the line in the second heat, but Durelle took over the point position before the completion of the first lap. Jay Springsteen and Graham forced their way into second and third, respectively, while Morehead faded to an eventual fifth place. Springsteen stormed into the lead on lap four, but eventually succumbed to the charges of Durelle and Graham.

Dan Ingram blitzed through the field after starting on the second row, and stole third from Springsteen on lap eight.

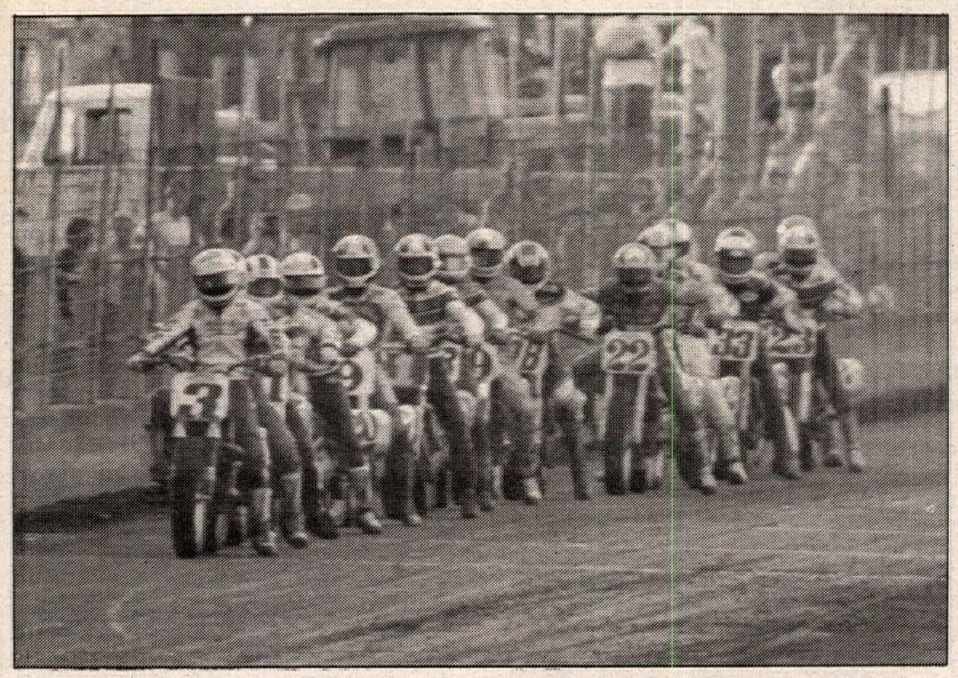
Up front, Durelle and Graham repeatedly traded the lead, but it was Graham who performed the final draft pass and greeted the checkered flag in first place. Durelle finished second, while Ingram earned third place and a trip to the final. "There's not much I can say," said Graham, who appeared calm and relaxed. "Things are as perfect as they can be. I wanna win this one bad."

"Ricky drafted past me on the back straight, and I thought, 'Okay, I'll get him coming out of four'" said Durelle, who wore a brace on the left shoulder he dislocated a week earlier at the San Jose 600 National TT. "But, man, Ricky went so fast through three and four!"

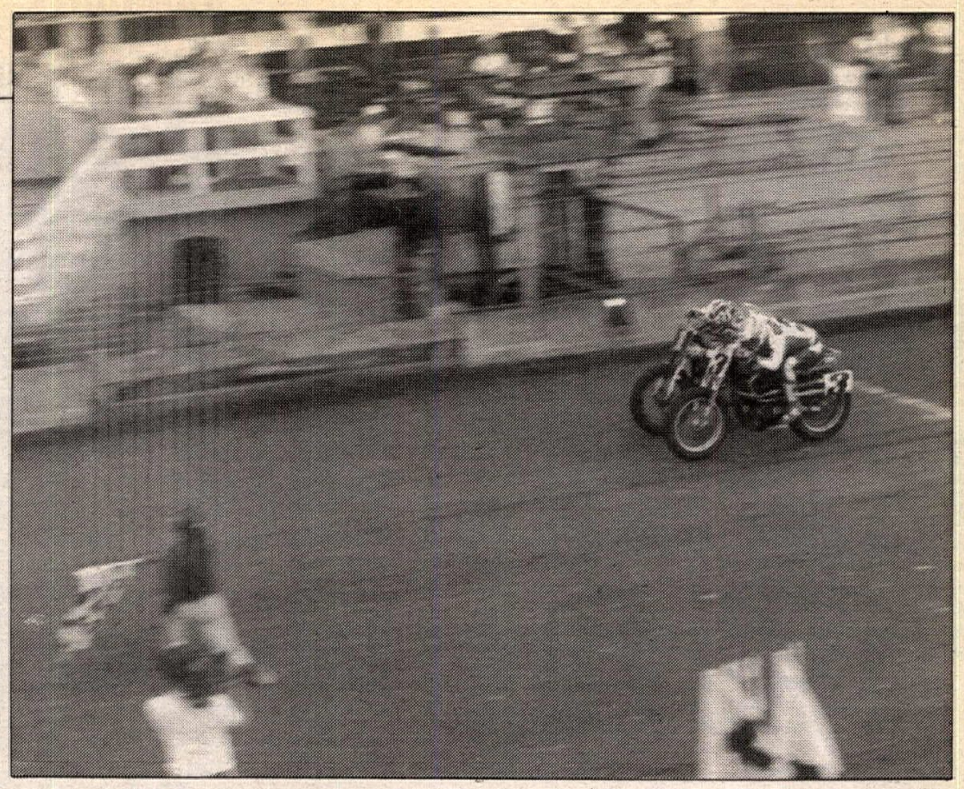
"I felt terrible in practice" said Ingram, who was aboard a Honda RS750 sponsored by Bloomington (Indiana) Honda. "But we made some changes to the chassis and I started to feel pretty good. I got a bad start and I was able to work my way up pretty well."

Atherton gained control of the third heat race on the first lap and began to establish an immediate lead. Behind the Team Harley rider, Rodney Farris, Rusty Rogers and Dave Hebb argued over the runner-up position. The three riders were joined by Billy Herndon at the halfway point, but when rain began to fall, the race was cut short at nine laps. Although the running order was Atherton, Rogers, Farris and Hebb at the red flag, the official finishing order was taken from the lap before. Kevin Atherton was credited with first, Farris second, and Hebb third. Herndon, Rogers and Mike Hale would have to ride a semi.

"I wish they hadn't stopped it," said a disappointed Atherton. "I was on my way to posting the fastest heat. I felt good, though. I got away early and



Graham headed the single-file restart after Kevin Atherton crashed on lap 12.



Only inches separated Graham (3) and Parker (1) at the finish of the 25-lap final.

started trying different stuff. The track is slick; I chunked my tire because I was sliding so hard out of the turns."

"I felt real good out there," said Farris. "It was pretty wild, there was a lot of passing going on."

"I haven't been on a 750 all year," said Hebb, who lives in nearby Canton, Illinois. "My bike is running real strong, and I feel that I can run with these guys. There's nothing like the Springfield Mile!"

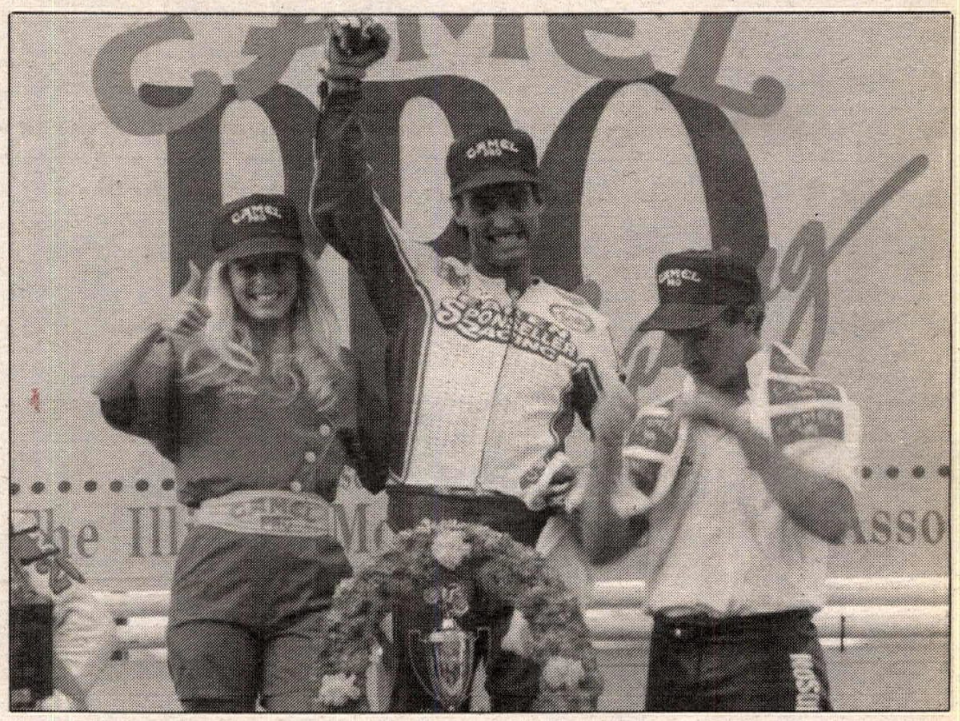
The rain continued to pour from the sky for almost an hour, causing the race program to be delayed for nearly four hours. After waiting for the track to dry, and a wheel-packing session that included over 30 vehicles, many riders were anxious to compete on the dampened track.

"It'll get real fast now," said Atherton. "I don't think we'll have any tire problems now."

"The track is going to work to my advantage," said Graham. "It'll be wide open now. When it's dry and slippery it seems to even things out, because nobody can really get on it, but when it's tacky, guys like me and Scotty will shine."

Graham's 25th career win gave him sole posession of seventh on the all-time win list, a spot he'd shared with Dick Mann.

Graham (center), Parker (right) and Miss Camel celebrate in the winner's circle.



Graham back on track

Scoring his first National win in his last 45 tries, Ricky Graham finally broke a five-year winless streak with his seventh career win at the Springfield Mile. Graham, who captured the Grand National Championship in 1982 as a privateer, and again in 1984 as a factory Honda rider, vows that "Ricky G" is back, and expects to be in the hunt for the 1991 Grand National Championship.

Skip Eaken and Ricky Graham.

After missing the Pomona Half Mile in a controversial turn of events that had ESP Racing's Mike Sponseller reporting that Graham had been arrested and subsequently fired, Graham has bounced back with a different attitude and newfound determination.

"After all that happened, Skip Eaken (of the Eaken-Sponseller Racing team) and I sat down and worked a lot of things out," explained Graham. "I'd been having both professional and personal problems that just built up and led to that blowout, but that's all behind me now. My mind is really clear now, and Skip and I want to go racing."

Eaken, who suffered a mild heart attack the week following the event, was at Springfield, turning the wrenches as usual.

"I feel great," said Eaken. "The doctors have me on a special diet, but other than that they said I could do what I want to. I had a clogged artery that they had to clear out, and I should be even stronger than before. Ricky's win is a nice welcome back, but a heart attack sure puts things into perspective!"

"I'm looking forward to the rest of the season," said 32-year-old Graham. "For the past five years I've been going to only the race tracks that I liked, but now I'm serious about the championship, and I'm looking forward to those slippery half miles. I know I missed a round, but I feel that I still have a good shot at the title. There's a lot of races left, and it's not over 'till it's over."

Semis

The racing resumed at 6:00 p.m., and Davis sped off the line fastest in the first semi final. Behind Davis were Hale, Keith Day and Steve Aseltine. Missing from the lineup was Morehead, who packed up and left during the rain delay.

Davis led all but one of the 10 laps and crossed the finish line in first place. Day finished second after momentarily passing Davis on lap five, while Herndon and Hale rounded out the top four. They transferred to the final, while the rest of the riders would be forced to spectate.

Rogers got the jump in the second semi, but Jones drafted past on the first lap. Pegram, Brian Atherton and Springsteen joined in the battle for the lead, but when the checkered flag was waved, it was Jones who scored the win. Pegram crossed the finish line in second, ahead of Springsteen and Brian Atherton, brother of Team Harley-Davidson's Kevin Atherton.

Camel Challenge

Carr got the jump on the pack at the start of the Camel Challenge, but Atherton, Parker, Hale, Graham and Durelle were in hot pursuit. Parker charged into the lead on the back straight, but Atherton drafted past the defending champ into turn one on lap two. Parker retaliated on lap three, and led Atherton, Carr and Graham until the white flag came out. Durelle stormed out of nowhere on the fifth and final lap and moved into third, while Atherton led Parker through the last two turns. Parker tucked in behind Atherton's Al Stangler-tuned XR750, but his attempted draft pass came up just inches short at the finish line and it was Atherton scoring his first-ever Camel Challenge win. The 20-year-old Michigan rider was presented with a check for $10,000 from the R.J. Reynolds Tobacco Company. Parker earned $2500 for his second place finish, and Durelle's third place performance was worth $2000.

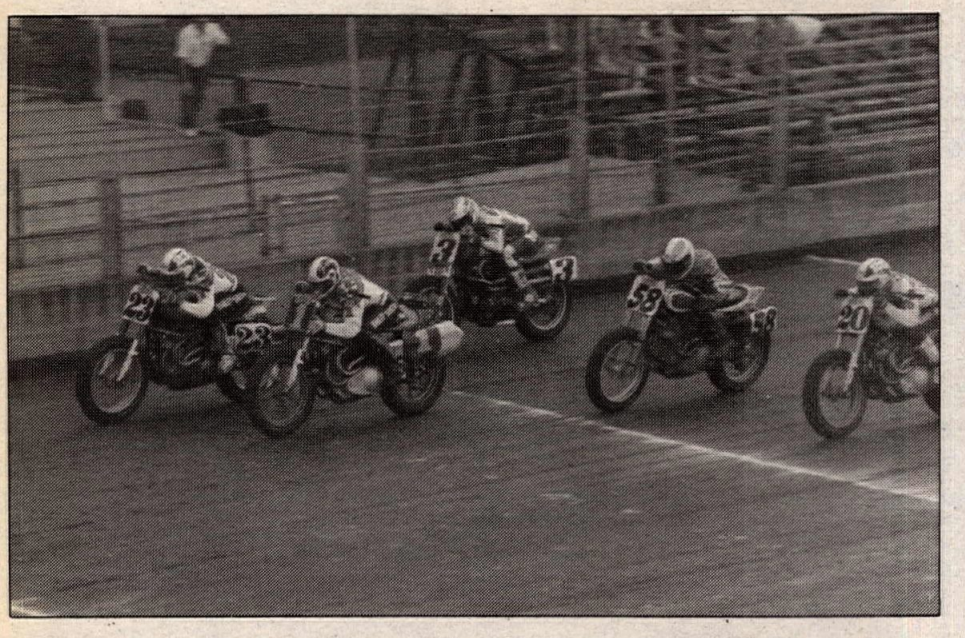
"I've gotten seconds, thirds and fourths," said an ecstatic Atherton. "But this is my first Camel Challenge win, and it feels great. I didn't see Scotty pull alongside me into three, so I figured what the heck, I'll lead it outa' four and hope for the best."

Junior National

James Hart topped Cory Perrault and Tim Selby in convincing fashion in the first heat race, while Paul Polhemus led Danny Koelsch and Jess Roeder across the finish line in the second heat. Dale Jenneman ran away with the third and final heat race win, besting Bret Beyer and Scott Sehl.

Koelsch powered his Koelsch Farms/Bell/Northeastern Yamaha/Oury/Tex Peel Racing-backed Harley-Davidson into the point position early in the 10-lap Junior National, which

DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 5



Kevin Atherton (23) edged Parker (1) for his first-ever Camel Challenge win.

(Left to right) Durelle, Atherton and Parker celebrate after the Camel Challenge.

was held after the complete Expert program had been run. Beyer and Polhemus repeatedly challenged Koelsch for the lead, but Koelsch fended them off and crossed the finish line in first place. Beyer followed in second, inches ahead of Polhemus in third.

"It feels great to win, especially here at Springfield," said Koelsch to the few spectators remaining in the stands. "I just wish that there were more people here to see it."

National

Carr occupied the outside (grandstand side) pole position at the start of the National, and he was joined on the front row by Graham, Kevin Atherton, Parker, Durelle and Farris. Row two consisted of Poovey, Ingram, Davis, Jones, Day and Hebb, while Springsteen, Pegram, Herndon, Hale and Brian Atherton occupied row three.

Durelle had the quickest clutch hand at the start, and slid through the first turn ahead of Farris, Parker and Kevin Atherton and they led the field around the mile oval as Hale coasted to a stop in the middle of the first turn only seconds after the green light flashed.

"One of the links in the chain snapped," said an obviously disappointed Hale, who would graduate from high school just four days after the race. "All of a sudden I just stopped going forward."

The first lap featured many passes, and as the field began lap two the running order read: Graham, Kevin Atherton, Jones, Parker and Carr. Ingram joined Hale on the sidelines after pitting after just one lap with a bike that wouldn't shift.

"The shift shaft snapped off," said Ingram. "I got a good jump off the line but it just broke off after I hit third gear."

For the first 10 laps, Graham, Jones and Kevin Atherton took turns showing the way, but on lap 11 Atherton crashed while riding the cushion in fifth place. The red flag came out on the 12th lap, and a single file restart was ordered.

Atherton was shaken, but suffered no apparent injuries and elected to rejoin the race.

"I was riding high, when all of a sudden my front end washed," said Atherton. "I tried to save it, but I lost it and clipped Durelle's foot. The track is real fast and wide; it's crazy out there."

"I felt something hit my foot," said Durelle, who was running fourth when Atherton crashed. "I looked back, but I didn't see anything. But I knew that if someone was down near my foot, someone must've crashed."

Graham led the field after the single file restart, with Jones, Davis and Carr and the rest of the field in tow. Carr and Jones drafted past Davis and challenged Graham for the lead, and the four riders took turns leading the pack.

While running eighth, Pegram pulled off the track on lap 19 with what was suspected to be a seized front cylinder on the ESP Honda.

"It was going out from the start," said Pegram. "But we just ran it, hoping it would hold up."

Parker stormed out of nowhere on lap 20 and began to challenge for the lead. Two laps later, Parker took the lead and began to break away from the pack. Graham would have none of that, and quickly closed the gap that Parker had established. Graham closed on Parker's rear wheel, and on the last lap drafted into the lead on the back straight. As expected, Parker tucked in behind Graham and attempted to draft into the lead at the finish line. Inches separated the two riders as they crossed the finish line, but it was Graham who held on for the win in an impressive display of horsepower. Finishing only a few feet behind the lead duo were Carr, Davis and Jones, rounding out the top five.

"Can you believe it?" shouted Graham, who proved quite worthy of his nickname, "Mr. Springfield." "This is like a dream come true, I'm on cloud nine. After all that's happened, and all of the things that I've been able to get off my chest, I'm just ready to go racing. I knew I had a good chance today, and I pulled it off!"

"I thought I had broken away a bit," said Parker. "I didn't see anyone until the last lap, then all of a sudden comes Ricky. I tried to get by coming out of four, but I was just a little short. You win some by that much, and you lose some by that much. That's all part of racing."

"I have never seen a more wild race in my life," said Carr. "It was real zany out there, there was so much passing going on out there, it was unreal. I felt strong, and my tuner Kenny Tolbert had my bike running good. I'd rather have won; but we got third and we still have the point lead, and that makes us happy."

"Man, my tuners, Dennis Town and Eddie Adkins, have my bike running really good," said fourth place finisher Davis, who one week earlier scored the win in the Camel Challenge at San Jose. "They gave me a rocketship to ride, and it made my job that much easier."

"I was hoping to end up at least fourth," said Jones, who appeared a bit disappointed. "But I guess fifth is a lot better than the last two rounds. We had a problem with the wheel spinning too much in the heat and semi, but it worked a little better in the main."

Springsteen finished fifth after suffering a poor start and then having to work his way through the pack.

"Man, I was just underpowered," said Springsteen, whose all-time win record of 40 is safe for at least another week. "I spent the whole main getting passed on the straights and working my tail off in the corners. What I really needed was a couple of cans of horsepower!"

"My shoulder bothered me a little," said Durelle, who finished in the seventh spot. "I couldn't charge as hard as I wanted to. I was going to make some moves at the end, but things didn't quite work out like I wanted. I felt good before the restart, and I kinda lost my momentum after that."

Herndon crossed the finish line in eighth place after struggling with carburetion problems throughout the race.

"I was having problems with the bottom end of the powerband," said Herndon. "When I finally got going on a roll, they threw the red flag. After that it took longer to get going and I ended up losing a spot."

Kevin Atherton fought his way into ninth after restarting the race in last place.

"I felt real sick at the restart," said Atherton. "I just got out there and tried to get some points. The bike was wobbling pretty bad, and my knee is killing me, but that $10,000 (Camel Challenge) check takes a lot of the pain away!"

"I wish they hadn't restarted it," said Day, who rounded out the top 10. "After the restart the top guys broke away and I just got stuck where I was. I was really going when they red-flagged it, I know I would've been a lot further up." CN

Results

TIME TRIALS: 1. Scott Parker (35.657 seconds); 2. Ricky Graham (35.679); 3. Kevin Atherton (35.814); 4. Mike Hale (36.025); 5. Davey Durelle (36.039); 6. Chris Carr (36.071); 7. Terry Poovey (36.078); 8. Ronnie Jones (36.127); 9. Billy Herndon (36.180); 10. Rodney Farris (36. 193); 11. Will Davis (36.215); 12. Keith Day (35.226); 13. Brian Atherton (35.251); 14. Steve Morehead (36.258); 15. Rusty Rogers (36.364); 16. Dave Hebb (36.440); 17. Jay Springsteen (36.442); 18. Dave Camlin (36.542); 19. Larry Pegram (36.550); 20. Gordon Schopieray (36.567); 21. Chance Darling (36.579); 22. Mark Gruber (36.645); 23. Steve Beattie (36.689); 24. Scott Stump (36.698); 25. Steve Aseltine (36.732); 26. Dan Ingram (36.785); 27. Steve Burkholder (36.792); 28. Greg Sims (36.822); 29. Curt Rehmert (36.841); 30. George Roeder II (36.878); 31. Randy Texter (36.908); 32. Stephen Campine (36.961); 33. Don Estep (36.877); 34. Robert Lewis (36.996); 35. Kris Kiser (37.015); 36. Aaron Hill (37.017); 37. Steve Raymond (37.194); 38. Tim Best (37.220); 39. John Holmes (37.332); 40. Jim Sumner (37.370); 41. Michael Scott (37.375); 42. Martin LaVoie (37.398); 43. Devon Pritchard (37.409); 44. Ian Segedy (37.623); 45. David Loyd (37.845); 46. Jeff Deitz (37.866); 47. Kelly Bowlby (38.056); 48. Ron Schroeder (38.270).

HEAT 1: 1. Chris Carr (H-D); 2. Scott Parker (H-D); 3. Terry Poovey (H-D); 4. Dave Camlin (H-D); 6. Keith Day (Hon); 7. Brian Atherton (H-D); 8. Steve Aseltine (H-D); 9. George Roeder (H-D); 10. Randy Texter (H-D); 11. Aaron Hill (H-D); 12. Scott Stump (Hon); 13. Steve Raymond (H-D); 14. Martin LaVoie (H-D).
Time: 6:03.406.

HEAT 2: 1. Ricky Graham (Hon); 2. Davey Durelle (H-D); 3. Dan Ingram (Hon); 4. Jay Springsteen (H-D); 5. Steve Morehead (H-D); 6. Ronnie Jones (Hon); 7. Will Davis (H-D); 8. Steve Beattie (H-D); 9. Curt Rehmert (H-D); 10. Kris Kiser (Hon); 11. Michael Scott (Hon); 12. Gordon Schopieray (H-D); 13. Stephen Champine (H-D); 14. Tim Best (H-D).
Time: 6:08.69

HEAT 3: 1. Kevin Atherton (H-D); 2. Rodney Farris (H-D); 3. Dave Hebb (H-D); 4. Billy Herndon (Hon); 5. Rusty Rogers (Hon); 6. Mike Hale (H-D); 7. Don Estep (H-D); 8. Steve Burkholder (H-D); 9. Curt Rehmert (H-D); 10. Jim Sumner (H-D); 11. Chance Darling (H-D); 12. Robert Lewis (H-D); 13. Devon Pritchard (H-D); 14. John Holmes (Hon).
Time: none due to red flag.

SEMI 1: 1. Davis; 2. Day; 3. Herndon; 4. Hale; 5. Camlin; 6. Texter; 7. Burkholder; 8. Aseltine; 9. Sumner; 10. Rehmert; 11. Scott; 12. Morehead.
Time: 5:57.067.

SEMI 2: 1. Jones; 2. Pegram; 3. Springsteen; 4. Farris; 5. Rogers; 6. Darling; 7. Estep; 8. Beattie; 9. Hill; 10. Kiser; 11. Roeder; 12. Simms.
Time: 5:57.972.

CAMEL CHALLENGE: 1. Kevin Atherton (H-D); 2. Scott Parker (H-D); 3. Davey Durelle (H-D); 4. Ricky Graham (Hon); 5. Chris Carr (H-D); 6. Mike Hale (H-D).
Time: 2:59.204.

NATIONAL: 1. Ricky Graham (Hon); 2. Scott Parker (H-D); 3. Chris Carr (H-D); 4. Will Davis (H-D); 5. Ronnie Jones (Hon); 6. Jay Springsteen (H-D); 7. Davey Durelle (H-D); 8. Billy Herndon (Hon); 9. Kevin Atherton (H-D); 10. Keith Day (Hon); 11. Rodney Farris (H-D); 12. Terry Poovey (H-D); 13. Brian Atherton (H-D); 14. Mike Hale (H-D); 15. Larry Pegram (Hon); 16. Dave Hebb (H-D); 17. Dan Ingram (Hon).
Time: no time due to restart.

AMA CAMEL PRO SERIES POINT STANDINGS: 1. Chris Carr (75); 2. Scott Parker (69); 3. Ronnie Jones (50); 4. Ricky Graham (48); 5. Kevin Atherton (42); 6. (TIE) Steve Morehead/Jay Springsteen (35); 8. (TIE) Rodney Farris/Will Davis (30); 10. Dave Durelle (26); 11. Larry Pegram (22); 12. Keith Day (21); 13. Terry Poovey (18); 14. Billy Herndon (17); 15. (TIE) Ian Segedy/Mike Hale (11); 17. Rusty Rogers (9); 18. Rich King (7); 19. Don Wilson (6); 20. Steve Aseltine (5).

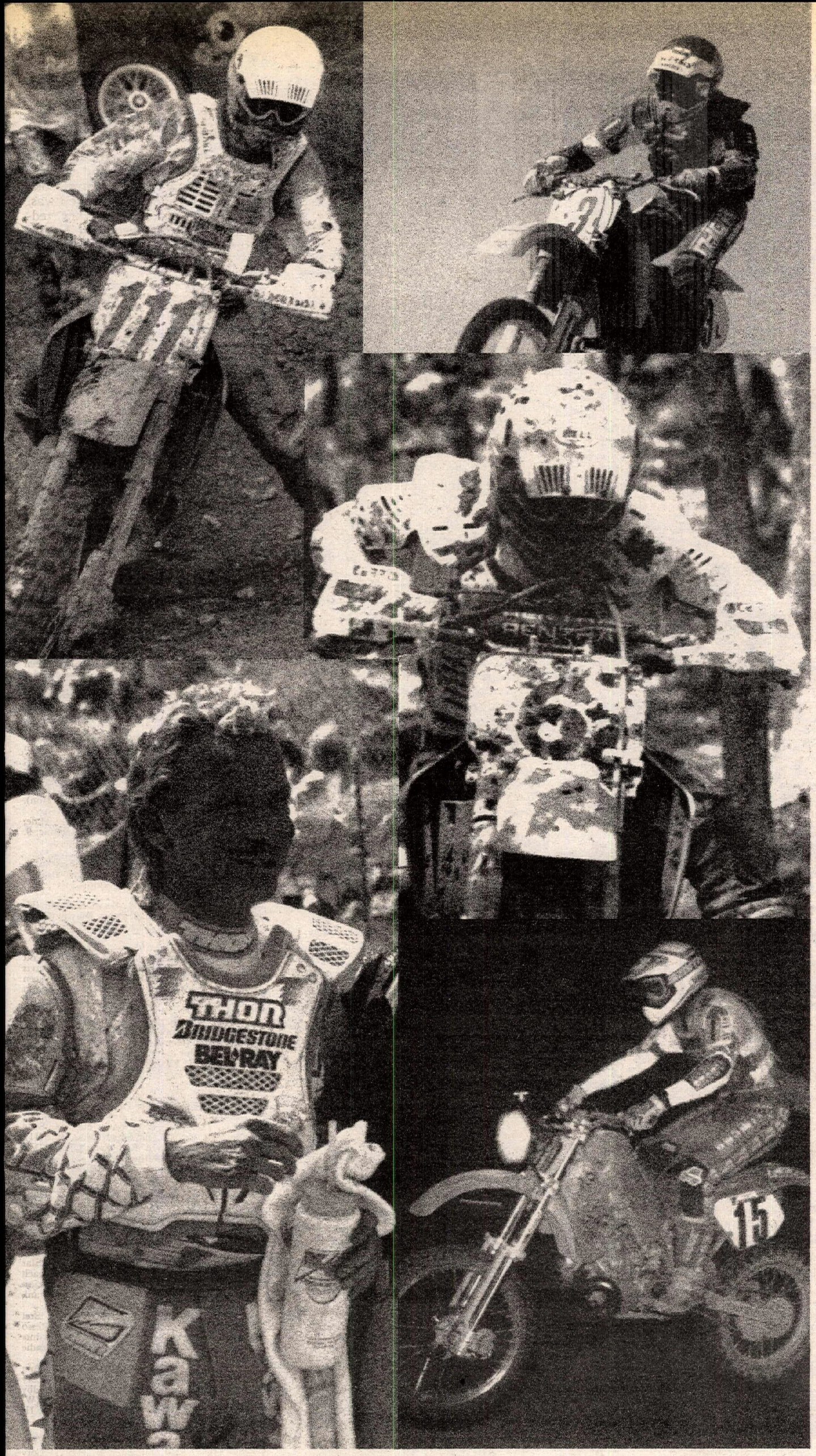
JR HEAT 1: 1. James Hart (W-R); 2. Cory Perrault (W-R); 3. Tim Selby (W-R); 4. Michael Dillon (W-R); 5. Harold Dorsey (Hon); 6. Michael Klopp (H-D); 7. Mike Patterson (H-D); 8. Alan Edie (H-D); 9. HP Hyatt (H-D); 10. James Hauptman (W-R); 11. Victor McAmally (H-D); 12. Ricky Anderson (H-D).

JR HEAT 2: 1. Paul Polhemus Jr. (W-R); 2. Danny Koelsch (H-D); 3. Jess Roeder (H-D); 4. Jeff Eklund (W-R); 5. Michael Varnes (H-D); 6. Jaime Aguilar (H-D); 7. Scott Hoeff (Kaw); 8. Bart Schmulbach (H-D); 9. Patrick Buchanan (H-D); 10. Brian Kromroy (H-D); 11. David Morgan (H-D); 12. Frank Keiser (H-D).

JR HEAT 3: 1. Dale Jenneman ((H-D); 2. Bret Beyer (H-D)); 3. Scott Sehl (W-R); 4. John Resso III (H-D); 5. Georgie Price (H-D); 6. Tony Donahue (H-D); 7. Vernon Biorone (W-R); 8. Michael Eadie (H-D).

JR NATIONAL: 1. Danny Koelsch (H-D); 2. Bret Beyer (H-D); 3. Paul Polhemus (W-R); 4. Cory Perrault (W-R); 5. John Resso III (H-D); 6. Tim Selby (W-R); 7. Scott Sehl (W-R); 8. Michael Dillon (W-R); 9. Jeff Eklund (W-R); 10. Jess Roeder (H-D); 11. Dale Jenneman (H-D); 12. James Hart (W-R).
Time: 6:13.174.

JR NATIONAL POINT STANDINGS: 1. Wink Freitas (53); 2. Paul Polhemus Jr. (47); 3. Cory Perrault (37); 4. (TIE) Georgie Price/James Hart (28); 6. (TIE) Jeff Eklund/Tim Selby (26); 8. (TIE) Allon McBee/Steve Mayfield/Dale Jenneman/Michael Dillon/Danny Koelsch (20); 13. Clinton Vahscholtz (17); 14. (TIE) Tony Donahue/Bret Beyer (16); 16. John Resso III (10); 17. (TIE) Bart Schmulbach/Scott Sehl (8); 19. (TIE) Jeff Annen/Donald Paul/Mark Butler/Jess Roeder (5).



WE GO AWAY FOR ONE WEEKEND AND LOOK WHAT HAPPENS.

It looks like we've got a lot of explaining to do. You see, over the weekend of May 11-12 Team Green had a little party. Actually, it was a blowout. At the AMA 24 Hour Off Road Endurance Championships, two Kawasaki teams smashed the world record by more than 100 miles. Then, at the Virginia City Grand Prix, Larry Roeseler raged to his fifth consecutive VCGP win. And everyone must have felt a little queasy the next morning as we finished 1-2-3 in the 5th round of the AMA Cross Country Championships. Heck, we had so much fun this weekend, we're planning another one just like it. Problem is, we're afraid no one will show up.

Kawasaki

Let the good times roll.

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MOTOCROSS AMA 125/250cc National Championship MX Series: Rounds 3/3

Jeff Stanton scored the overall win in the 250cc class with 2-1 moto finishes.

Stanton, Swink cook at High Point

By Nate Rauba

MT. MORRIS, PA, MAY 26

"We really put on a show, and I just came out a little bit better," said Honda's Jeff Stanton after scoring the overall win in the 250cc National at High Point Raceway.

What a show it was for over 10,000 spectators who lined the hilly course for the 15th annual event in the southern Pennsylvania mountains.

Defending 250cc National Champion Stanton foiled the attempts of Yamaha's Damon Bradshaw, who scored his first 250cc National victory here a year ago, in two fantastic battles with the speedy teenager. Just as they had done the previous week in the Meadowlands Supercross, Stanton and Bradshaw exchanged the lead several times in both 30-minute plus two-lap motos.

Bradshaw managed to narrowly beat Stanton in the first moto after the two ran wheel-to-wheel throughout the race. Points leader Jean-Michel Bayle was also in the thick of the battle, but he was content to watch from a safe distance in third so as not to take any unnecessary chances which would jeopardize his chances of clinching the Camel Supercross title on June 8 in Oklahoma City.

Moto two was another all-out battle between Stanton and Bradshaw as the two streaked away from the pack. After trading places at the front a couple of times, Stanton finally forced his way into the lead and Bradshaw just shook his head as he went by, content to back off for a safe second as Stanton went on to record his second 250cc National win this season. Suzuki's Mike LaRocco finished a distant third, while Bayle was involved in a second-turn pileup at the start and charged from near last to finish fourth.

"I know I must win every moto if I'm going to win the championship," said Stanton, who earned $1600 of the $15,000 250cc class purse.

After failing to finish the previous National moto in the rain at Hangtown, Stanton climbed from third in the standings to second where he trails Bayle, 107-94, with four rounds remaining in the 250cc series. Bradshaw jumped from fifth to third with 85 points.

While the 250cc National provided all the show, the usually-exciting 125cc National turned out to be a one-man parade led by Peak Antifreeze/Pro Circuit Honda rider Brian Swink. The Michigan rider, who clinched the 125cc Eastern Regional Supercross title one week earlier, swept both 125cc motos to record his first-ever National win and earn $1200 of the $10,000 125cc purse.

"This feels great," said 19-year-old Swink. "It's been a goal of mine for years to win a National."

He did it in convincing fashion, taking the lead early in the first moto and stretching out a four-second advantage on teammate Jeremy McGrath at the finish. Tuf Racing's Ron Tichenor finished third with AXO/Pro Circuit-backed privateer Erik Kehoe claiming fourth over Yamaha's Jeff Emig.

Swink led from start to finish in moto two, thwarting a late-race charge by former 125cc National Champion Mike Kiedrowski. Kehoe finished third in the moto to earn runner-up overall honors.

Swink's sweep also moved him to the top of the 125cc National Championship point standings where he leads Kiedrowski 101-88. Defending 125cc National Champion Guy Cooper fell from first to third with 84 points after crashes in each moto left him with 14-6 moto finishes.

Neither of the privateer winners of the previous Hangtown National could maintain their momemtum at High Point. John Dowd, the 250cc Hangtown National winner, skipped the race due to a broken collarbone suffered at the previous weekend's supercross and he dropped from second in the standings to seventh. DGY's Doug Henry crashed while running ninth in the first 125cc moto and was forced to retire, then finished 10th in moto two. He dropped from second to fifth in the point standings.

125 National

Peak/Pro Circuit Honda rider Jeromy Buehl emerged with the lead at the start of moto one as the 125cc class rounded the first turn, a long, sweeping left-hander. Kehoe was immediately behind him, but before the opening lap had finished, Tichenor shot by both riders to take the lead. Cooper also charged through the field to take over second with Peak teamster Jeremy McGrath on his heels. Kehoe finished the lap in fourth as Buehl slipped to sixth behind Swink.

Swink soon shot up to third, and for a couple of laps Tichenor, Cooper and Swink ran nose-to-tail, leaving Kehoe behind in fourth to fend off McGrath. On lap four, Swink passed the two Suzuki riders ahead of him to permanently take the lead. Cooper moved into second, as Tichenor fell back into a battle between Kehoe and McGrath.

"Everybody was getting squirrelly the first few laps," said Kehoe. "I just dropped back a little and waited for something to happen. I saw them all ramming into each other."

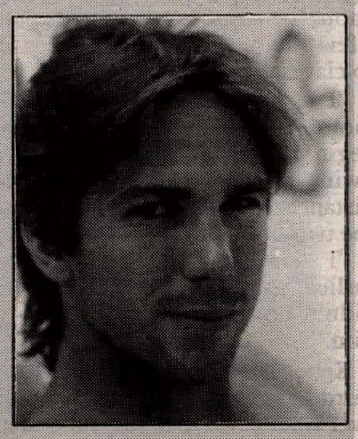
A little further back, Suzuki's Tallon Vohland battled with Emig for sixth, while Buehl had slipped to eighth. Henry went out on the sixth lap when he fell on one of High Point's many off-camber turns and his foot knocked the carbureter out of the air boot. Kiedrowski was busy making his way up from a poor start and took over ninth. One of the riders who had given him a bit of a battle was Rick Ryan, who has been campaigning the 250cc GP circuit but missed the Finnish round by competing at Mt. Morris. Ryan led a freight train consisting of several riders who were close behind him.

Up front, Swink pulled out a few seconds on Cooper, only to have the defending champ reel him back in. But just as he had Swink within striking distance, Cooper crashed at high speed.

"We were going around a sweeping turn, and I was in full tuck trying to hook up for a drive through the rolling whoops," said Cooper. "Then it swapped and the back wheel hit a hole and I just cartwheeled down the track."

Luckily, Cooper landed in soft dirt

Still having fun



Erik Kehoe hasn't let the fact that he lost a factory Suzuki ride stop him from chasing the 125cc MX National Championship, and his second overall finish behind Brian Swink at High Point Raceway was his best since he last won a National in 1988.

That was perhaps Kehoe's best year as he was in contention for the 125cc National title until he crashed and injured his back with only a few rounds remaining in the series. Kehoe was back in 1989, but encountered many problems throughout the season and failed to add to his six 125cc National wins, finishing a lowly ninth in the final standings. He also lost his ride with Team Suzuki at the end of the year.

But the southern Californian felt he could still win, so he bought a pair of Hondas, and with the help of AXO and Pro Circuit set out to compete in the 1990 125cc National Championship MX Series as well as selected supercross races. It was at one of those supercross races, the final round in Los Angeles, California, that Kehoe crashed and injured his shoulder, ending his season.

Despite the injuries, 27-year-old Kehoe wants to continue racing.

"I'm still having fun, and I know I still have the speed," said Kehoe as he rested between motos. "Now's the time to do it while I'm still in shape."

Kehoe plans to contest the entire 125cc National series, as well as other selected races, and says he will race as long as he can "make a little bit of money."

Most of all he wants to win again, to prove to himself, and everyone else, that he can do it.

and was uninjured, but his handlebars were badly bent and the broken clutch lever was dangling by the cable. He continued on to finish 14th.

With Cooper gone, Swink was able to cruise to the moto victory. McGrath had worked his way to third near the halfway point and inherited second when Cooper crashed, and then he held off a late-race charge by Tichenor to finish second, about four seconds behind his teammate Swink. Tichenor finished a short distance behind in third as Kehoe backed off the pace slightly and held on to fourth.

"It was hard because I haven't been to many races this year," said Kehoe, a former Team Suzuki factory rider. "They sprinted out there and beat me at the beginning."

Emig eventually got by Vohland and shook him off to finish fifth, while Kiedrowski methodically moved up to finish sixth. Vohland, who said the shoulder he dislocated last week gave him a bit of a problem, hung on to finish seventh at the finish, ahead of Buehl, DGY's Jimmy Button and Suzuki's Denny Stephenson.

Swink pulled the holeshot at the start of moto two and immediately pulled away from Emig, Barry Carsten, Vohland and Kehoe. Swink quickly gained an advantage by being the only rider to clear a set of three uphill jumps. After a few landings on the third one, he wisely backed off and doubled the first two before taking the last jump.

By lap three, Kehoe had moved up to third behind Emig, while Buehl moved into a battle for fourth between Carsten, Kiedrowski, Vohland and Tichenor. At the three uphill jumps, Vohland clipped Carsten in the air over the last jump and fell in Tichenor's path, knocking both riders back. That moved a battling Buddy Antunez and Cooper up to sixth and seventh. Cooper couldn't pass his Suzuki teammate and ended up crashing again when his front end caught a rut on the face of a jump.

The man on the move was Kiedrowski. He slowly reeled Kehoe in, and the two pushed closer to Emig. Kehoe quickly passed Emig, while Kiedrowski spent an extra lap behind the Yamaha rider before he took third. Kiedrowski then closed in and passed Kehoe for second, but he was about five seconds behind Swink with only a few laps remaining.

Kiedrowski kept pushing in the late stages of the race while Swink was fighting fatigue. Swink, however, had enough energy to cross the finish line a few bike lengths ahead of Kiedrowski to claim the win.

"I felt tired before the start of the moto, so I wanted to ride hard at the beginning to get a good lead," said Swink. "I just tried to keep a decent distance on Kiedrowski, and after I saw the two-lap board I gave it all I had."

"I charged and caught him, but he pulled away," said Kiedrowski. "I didn't have enough to get around him."

Kehoe hung on to finish a distant third as Emig faded to a lonely fourth over Buehl. Cooper was able to claim sixth after Antunez retired with mechanical trouble late in the race.

Tyson Vohland put on a charge that carried him past several riders late in the race, and he was given seventh when McGrath crashed hard in the closing laps. McGrath was knocked unconscious for a few minutes and took a trip to the hospital for observation where it was determined he had broken the fibula, the smaller of two bones, in his lower right leg and bruised his shoulder. The injury could jeopardize McGrath's chances of winning the 125cc Western Regional Supercross Series, where he leads Lamson by 56 points with three rounds remaining.

Button finished eighth as he fought off Steve Lamson, Henry and Tallon Vohland, who all finished behind Phoenix, Arizona's Button in the same order, in the closing laps.

Brian Swink (42) battled with Ron Tichenor (12) and Guy Cooper (1) on his way to winning the first 125cc moto.

250 National

Local rider Mike Jones separated a fast-starting Bradshaw from Stanton and Bayle at the beginning of the first 250cc moto. But Stanton and Bayle were on Bradshaw's tail before the first lap was over, while Jeff Ward also passed Jones.

Bradshaw, Stanton and Bayle quickly left Ward far behind as they battled for the lead. Stanton waited several laps before challenging Bradshaw and finally took the point position at the beginning of the seventh lap of what would turn out to be a 17-lap moto.

"He wanted to let me by and cruised to the outside," said Stanton.

"I wanted to just ride and see what happened in the race," said Bradshaw of his usual tactic of moving over in order to follow his opponents. "I didn't want to lead, but I didn't want to let him by. It's easier to be behind because I can judge my speed and the guy can't see my lines."

Bradshaw briefly moved to the front again, but once again let Stanton take the point. Bayle watched from a few bike lengths behind.

"I preferred to ride a bit slower," said Bayle. "I was just waiting for a crash. They were riding hard and could easily have made a mistake."

Bradshaw dropped back a bit, but soon upped his pace and was back on Stanton. He retook the lead just past the halfway point, and Stanton dogged him to the closing stages of the race. After a failed attempt to dislodge the leader, Stanton decided to back off and finish a safe second about three seconds behind Bradshaw. Bayle crossed the line third nearly three seconds later.

Damon Bradshaw (11) battled with Stanton in both 250cc motos. Bradshaw beat Stanton in the first moto but couldn't hold the defending champ off in moto two.

Ward never had much of a chance to see Bayle as he struggled with arm pump and finished nearly half a lap down in fourth. At the same time he was never threatened by Jeff Matiasevich, who finished a distant fifth after shaking a late charge by Larry Ward. Doug Dubach finished seventh, LaRocco worked up to eighth after an early crash, while Larry Brooks faded back from a strong start to ninth. KTM's Mike Fisher completed the top 10 while Jones faded back to 11th at the finish.

Stanton shot into the lead at the start of moto two with Bradshaw on his fender from the second turn. Bayle went down in a turn-two pileup that also held up Jeff Ward.

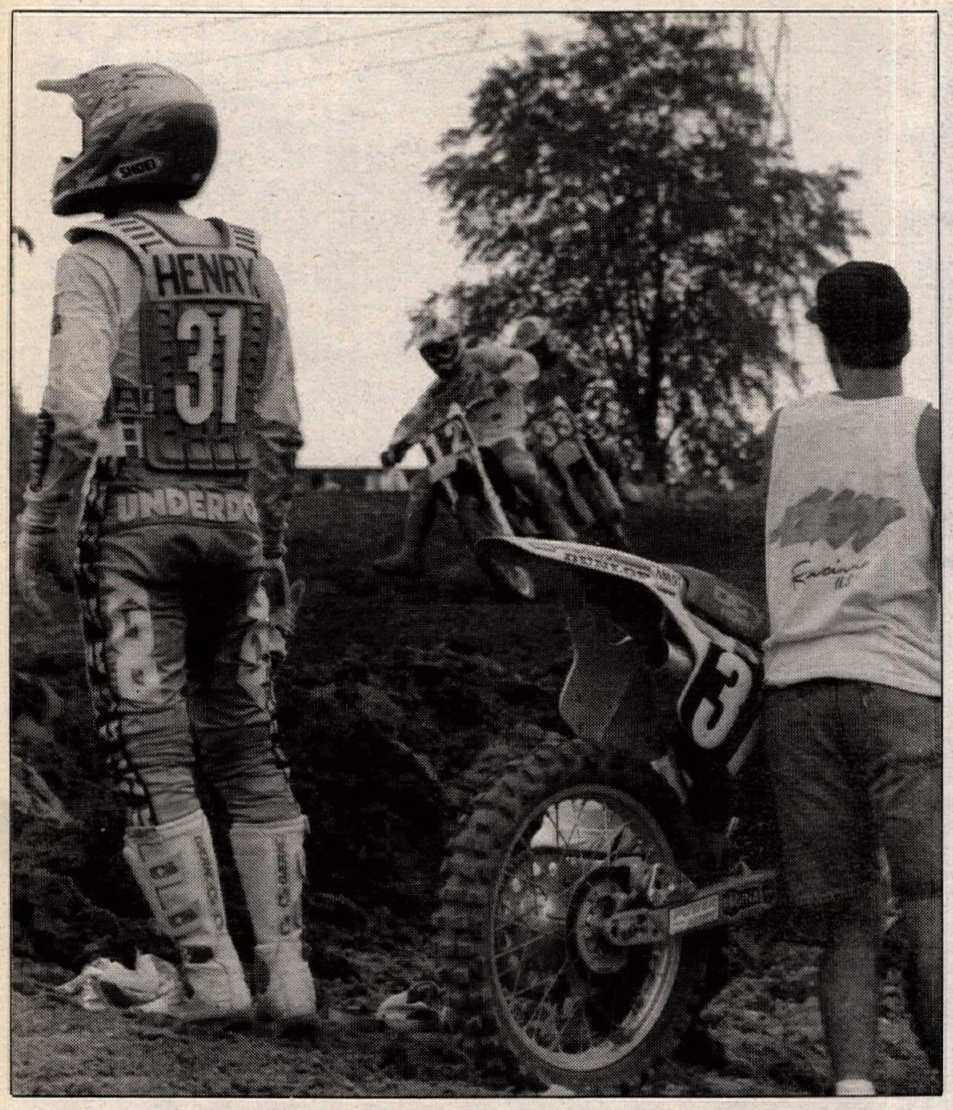
Stanton and Bradshaw quickly set a blistering pace and left Brooks, LaRocco, Jones and Matiasevich behind. The only question was how long the two could maintain their pace in the high heat and humidity.

They kept it up to the halfway point when Bradshaw upped his pace, passed Stanton and left him a couple of seconds behind.

"He pulled away, so I figured I'd click it up a couple of notches and put the heat on," said Stanton.

But entering the 12th of 18 laps, Bradshaw burned out and Stanton scooted by on the inside. Thinking Bradshaw was still close behind, Stanton maintained his relentless pace to the finish. He didn't know Bradshaw had backed off to finish a safe second, 10 seconds behind Stanton.

MOTOCROSS AMA 125/250cc National Championship MX Series: Rounds 3/3



Hangtown 125cc National winner Doug Henry was forced to watch from the sidelines in the first moto when he fell and knocked his carburetor out of the air boot.

Privateer Erik Kehoe (33) finished second overall in the 125cc class with a 4-3 score. Mike Kiedrowski (4) passed him for second place late in the second moto.

"I got a little tired and didn't want to take any chances," said Bradshaw. "Second is better than throwing it down. The main thing is to beat Bayle."

LaRocco had passed Brooks for third on lap three and rode alone to finish third, while Bayle methodically worked his way up to fourth. Brooks held on to fifth throughout the race, despite an early challenge from Matiasevich. That challenge seemed to take everything out of Matiasevich, who said he had been sick and unable to train prior to the event, and Dubach and Jeff Ward both passed him to finish sixth and seventh.

Matiasevich hung on to finish eighth, while Keith Bowen broke away from a battle with KTM's Keith Johnson to finish ninth, leaving Johnson to complete the top 10. CN

Stanton (right) and Doug Dubach (left) try to keep cool on the starting line.

Jeremy McGrath finished second in the first 125cc moto, but crashed hard in moto two and broke his leg.

Results

125 QUAL 1: 1. Chad Pederson (Yam); 2. Ron Tichenor (Suz); 3. Eric McLear (Yam); 4. Todd DeHoop (Suz); 5. Rick Ryan (Suz); 6. Junior Jackson (Hon); 7. Ty Davis (Hon); 8. Jason Langford (Yam); 9. Tim Hodes (Suz); 10. Jimmy Button (Yam); 11. Bryan Emig (Yam); 12. Stephen Crowe (Suz); 13. Scott Sheak (Suz); 14. Steven Herman (Yam); 15. Shane Lawson (Hon); 16. David Gaylord (Suz); 17. Wayen Caswell (Hon); 18. Coby Robb (Hon); 19. John Lewis (Hon); 20. Justin Jackson (Suz).

125 QUAL 2: 1. Jeff Emig (Yam); 2. Erik Kehoe (Hon); 3. Steve Lamson (Hon); 4. Denny Stephenson (Suz); 5. Barry Carsten (Suz); 6. Mike Brown (Hon); 7. Jason Gray (Suz); 8. Tom Welch (Hon); 9. Dean Matson (Suz); 10. Brian Battaglia (Suz); 11. Chris Neal (Suz); 12. Jeff Yentzer (Kaw); 13. Jim McIlvane (Hon); 14. Mike McDonald (Hon); 15. Joe Bruce (Hon); 16. Barney Barnett (Hon); 17. Gaylon Dickson (Suz); 18. Marc Tiesler (Kaw); 19. Keith Perry (Hon); 20. Rob McWhorter (Suz).

125 CONSI 1: 1. Steven Herman (Yam); 2. Scot Sheak (Kaw); 3. David Beckington (Suz); 4. Justin Jackson (Suz); 5. Wayne Caswell (Hon); 6. Coby Robb (Suz); 7. Mark Morris (Hon); 8. Brad Queap (Hon); 9. Brian Austin (Suz); 10. John Lewis (Hon); 11. Craig Tiburzi (Kaw); 12. Steve Earnest (Kaw); 13. Jon Darmon (Kaw); 14. Michael Blair (KTM); 15. Marty O'Hara (Hon); 16. Paul Dresback (Hon); 17. Chris Taylor (Yam); 18. Gary Michael (Kaw); 19. Eric Horcher (Yam); 20. Deron Clark (Kaw).

125 CONSI 2: 1. James Eickel (Yam); 2. Ty Wallace (Kaw); 3. Jim McIlvaine (Hon); 4. Mike McDonald (Suz); 5. Gaylon Dickson (Suz); 6. Marc Tiesler (Hon); 7. Barney Barnett (Hon); 8. Joe Bruce Hon); 9. Keith Perry (Hon); 10. Anthony Chopwn (Kaw); 11. Rob McWhorter (Suz); 12. Greg Kreinbrook (Suz); 13. Tim Denardis (Kaw); 14. Raymond Niebel (Suz); 15. Chad Coon (Hon); 16. Steve Lemon (Kaw); 17. Chuck Nicholson (Suz); 18. Michael Hall (Hon); 19. Zackary Cook (Suz); 20. Guy Marsh (Hon).

125 MOTO 1: 1. Brian Swink (Hon); 2. Jeremy McGrath (Hon); 3. Ron Tichenor (Suz); 4. Erik Kehoe (Hon); 5. Jeff Emig (Yam); 6. Mike Kiedrowski (Kaw); 7. Tallon Vohland (Suz); 8. Jeromy Buehl (Hon); 9. Jimmy Button (Yam); 10. Denny Stephenson (Suz); 11. Todd DeHoop (Suz); 12. Ty Davis (Hon); 13. Rick Ryan (Suz); 14. Guy Cooper (Suz); 15. Barry Carsten (Suz); 16. David Beckington (Suz); 17. Tyson Vohland (Kaw); 18. Buddy Antunez (Suz); 19. Ty Wallace (Kaw); 20. Dean Matson (Suz); 21. Chris Neal (Suz); 22. Jason Langford (Yam); 23. Steve Lamson (Hon); 24. Jason Gray (Suz); 25. Tim Hodes (Suz); 26. Scott Sheak (Kaw); 27. Jeff Yentzer (Kaw); 28. Justin Jackson (Hon); 29. Steve Herman (Yam); 30. Jim McIlvaine (Hon); 31. Bryan Emig (Yam); 32. Chad Pederson (Yam); 33. Tom Welch (Hon); 34. Eric McLear (Yam).
Time: 35 minutes, 58.57 seconds

125 MOTO 2: 1. Brian Swink; 2. Mike Kiedrowski; 3. Erik Kehoe; 4. Jeff Emig; 5. Jeromy Buehl; 6. Guy Cooper; 7. Tyson Vohland; 8. Jimmy Button; 9. Steve Lamson; 10. Doug Henry (Yam); 11. Tallon Vohland; 12. Denny Stephenson; 13. David Beckington; 14. Eric McLear; 15. Rick Ryan; 16. Ty Davis; 17. Jason Langford; 18. Barry Carsten; 19. Scott Sheak; 20. James Eickel; 21. Tom Welch; 22. Bryan Emig; 23. Steve Herman; 24. Jim McIlvaine; 25. Tim Hodes.
Time: 35:21.70

125 O/A: 1. Brian Swink (Hon); 2. Erik Kehoe (Hon); 3. Mike Kiedrowski (Kaw); 4. Jeff Emig (Yam); 5. Jeromy Buehl (Hon); 6. Jimmy Button (Yam); 7. Tallon Vohland (Suz); 8. Guy Cooper (Suz); 9. Jeremy McGrath (Hon); 10. Denny Stephenson (Suz); 11. Ron Tichenor (Suz); 12. Tyson Vohland (Kaw); 13. Rick Ryan (Suz); 14. Ty Davis (Hon); 15. David Beckington (Suz); 16. Steve Lamson (Hon); 17. Doug Henry (Yam); 18. Todd DeHoop (Suz); 19. Barry Carsten (Suz); 20. Eric McLear (Yam).

AMA 125 NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Brian Swink (101); 2. Mike Kiedrowski (88); 3. Guy Cooper (84); 4. Tyson Vohland (68); 5. Doug Henry (67); 6. Erik Kehoe (58); 7. (TIE) Jeromy Buehl/Jeremy McGrath (57); 9. Jeff Emig (53); 10. Tallon Vohland (50); 11. Buddy Antunez (45); 12. Jimmy Button (41); 13. Denny Stephenson (40); 14. Steve Lamson (35); 15. Ty Davis (29); 16. Ron Tichenor (28); 17. (TIE) David Beckington/Mike Craig (24); 19. Barry Carsten (22); 20. Mike Brown (21).

250 QUAL 1: 1. Mike LaRocco (Suz); 2. Fred Andrews (Suz); 3. Keith Johnson (KTM); 4. Brian McElroy (Suz); 5. Jeff Glass (Hon); 6. Cliff Palmer (Suz); 7. Brian Carroll (Suz); 8. Jason Young (Hon); 9. James Kapitan (Suz); 10. Brian Years (Hon); 11. Jason Buttle; 12. Brian Austin (Hon); 13. Mike Himanek Hon); 14. Rick Wetzel (Hon); 15. Joe Waddington (Suz); 16. Ryan Dean (Suz); 17. Mark Musselman (KTM); 18. Daniel Portz (Suz); 19. Chris Knox (Kaw); 20. Lance Eubank (Kaw).

250 QUAL 2: 1. Doug Dubach (Yam); 2. Larry Ward (Suz); 3. Mike Jones (Suz); 4. Mike Fisher (KTM); 5. Rich Taylor (Suz); 6. Gene Naumec (Kaw); 7. Tom Carson (Suz); 8. Ray Sommo (Suz); 9. Mark Neiderhiser (Hon); 10. Matthew Crown (Suz); 11. Sean Hogan (Kaw); 12. Earl May (Yam); 13. Kurt McMillen (Suz); 14. Pete Maurice (Suz); 15. Ron Downen (Suz); 16. Peter Jastrenski (Kaw); 17. Jerry Seip (Suz); 18. Blane Armbruster (Kaw); 19. Chuck Reed (Kaw); 20. Matt Wheelright (Kaw).

250 CONSI 1: 1. Mark Musselman; 2. Rick Wetzel; 3. Mick Pentoney; 4. Daniel Portz; 5. Joe Waddington; 6. Chris Knox; 7. David Owens (Yam); 8. Ryan Dean; 9. Lance Eubank; 10. Jeb Barrett (Hon); 11. Mark Weaver (Suz); 12. Trevor Vines (KTM); 13. Matthew Forman (HoN); 14. Allen Gavlak (Kaw); 15. Doug Jorissen (Hon); 16. Phillip Gauthier (Suz); 17. John Diezic (Hon); 18. Shane Templeton (Suz); 19. Michael Morgan (Yam); 20. Gene Swain (Suz).

250 CONSI 2: 1. William Dewey (Suz); 2. Todd Baisen (Suz); 3. Peter Jastrenski; 4. Pete Maurice; 5. Jerry Seip; 6. Blane Armbruster; 7. Matt Wheelright; 8. Chuck Reed; 9. Ron Downen; 10. Rich Machniak (Kaw); 11. Andrew Posey (Hon); 12. Shane Slother Yam); 13. Ted Blackman (KTM); 14. David Fletterick (Hon); 15. Wayne Caswell (Yam); 16. Scoptt Sladovnik (Kaw); 17. John Hunt (Hon); 18. Wendell Giles (Yam); 19. Gary Bruce (Hon).

250 MOTO 1: 1. Damon Bradshaw (Yam); 2. Jeff Stanton (Hon); 3. Jean-Michel Bayle (Hon); 4. Jeff Ward (Kaw); 5. Jeff Matiasevich (Kaw); 6. Larry Ward; 7. Doug Dubach; 8. Mike LaRocco; 9. Larry Brooks (Kaw); 10. Mike Fisher; 11. Mike Jones; 12. Gene Naumec; 13. Fred Andrews; 14. Keith Bowen (Suz); 15. Rodney Smith (Suz); 16. Ray Sommo; 17. Cliff Palmer; 18. Brian Carroll; 19. Tom Carson; 20. Kurt McMillen; 21. Jeff Glass; 22. Matthew Crown; 23. Brian Austin; 24. Earl May; 25. Mark Neiderhiser; 26. James Kapitan; 27. Sean Hogan; 28. Mick Pentoney; 29. Jason Buttle; 30. William Dewey; 31. Jason Young; 32. Brian Years; 33. Peter Jastrenski; 34. Brian McElroy; 35. Rick Wetzel; 36. Todd Baisden; 37. Mike Himanek; 38. Keith Johnson; 39. Rich Taylor; 40. Mark Musselman.
Time: 34:52.70

250 MOTO 2: 1. Jeff Stanton; 2. Damon Bradshaw; 3. Mike LaRocco; 4. Jean-Michel Bayle; 5. Larry Brooks; 6. Doug Dubach; 7. Jeff Ward; 8. Jeff Matiasevich; 9. Keith Bowen; 10. Keith Johnson; 11. Larry Ward; 12. Fred Andrews; 13. Michael Jones; 14. Ray Sommo; 15. Mike Fisher; 16. Kurt McMillen; 17. Cliff Palmer; 18. Rodney Smith; 19. Gene Naumec; 20. Tom Carson; 21. Brian McElroy; 22. Michael Crowe; 23. Earl May; 24. Brian Austin; 25. Brian Carroll; 26. James Kapitan; 27. William Dewey; 28. Mark Neiderhiser; 29. Jason Young; 30. Rick Wetzel; 31. PeterJastrenski; 32. Jeff Glass; 33. Mark Musselman; 34. Sean Hogan; 35. Scott Years; 36. Mike Himanek; 37. Jason Buttle; 38. Mick Pentoney; 39. Rich Taylor; 40. Todd Baisden.
Time: 34:39.81

250 O/A: 1. Jeff Stanton (Hon); 2. Damon Bradshaw (Yam); 3. Jean-Michel Bayle (Hon); 4. Mike LaRocco (Suz); 5. Jeff Ward (Kaw); 6. Doug Dubach (Yam); 7. Jeff Matiasevich (Kaw); 8. Larry Brooks (Kaw); 9. Larry Ward (Suz); 10. Keith Bowen (Suz); 11. Michael Jones (Kaw); 12. Fred Andrews (Suz); 13. Mike Fisher (KTM); 14. Ray Sommo (Suz) 15. Keith Johnson (KTM); 16. Gene Naumec (Kaw); 17. Rodney Smith (Suz); 18. Cliff Palmer (Suz); 19. Kurt McMillen (Suz); 20. Tom Carson (Suz); 21. Brian Carroll (Suz).

AMA 250 NATIONAL CHAMPIONSHIP MX POINT STANDINGS (After 3 of 7 Events): 1. Jean-Michel Bayle (107); 2. Jeff Stanton (94); 3. Damon Bradshaw (85); 4. Larry Brooks (72); 5. Jeff Ward (65); 6. Jeff Matiasevich (59); 7. John Dowd (56); 8. Mike LaRocco (53); 9. Keith Bowen (47); 10. Rodney Smith (43); 11. Fred Andrews (39); 12. Gene Naumec (32); 13. Michael Jones (31); 14. Cliff Palmer (30); 15. (TIE) Doug Dubach/Phil Lawrence (29); 17. Larry Ward (25); 18. Dan Jannette (24); 19. Ross Pederson (20); 20. (TIE) Mike Fisher/Keith Johnson (17).

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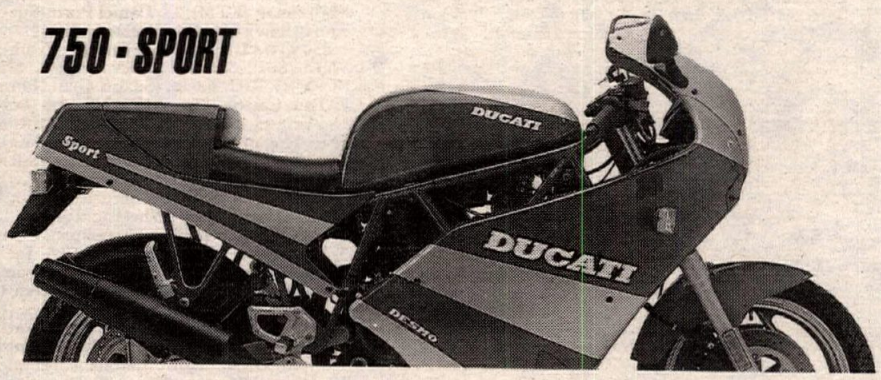

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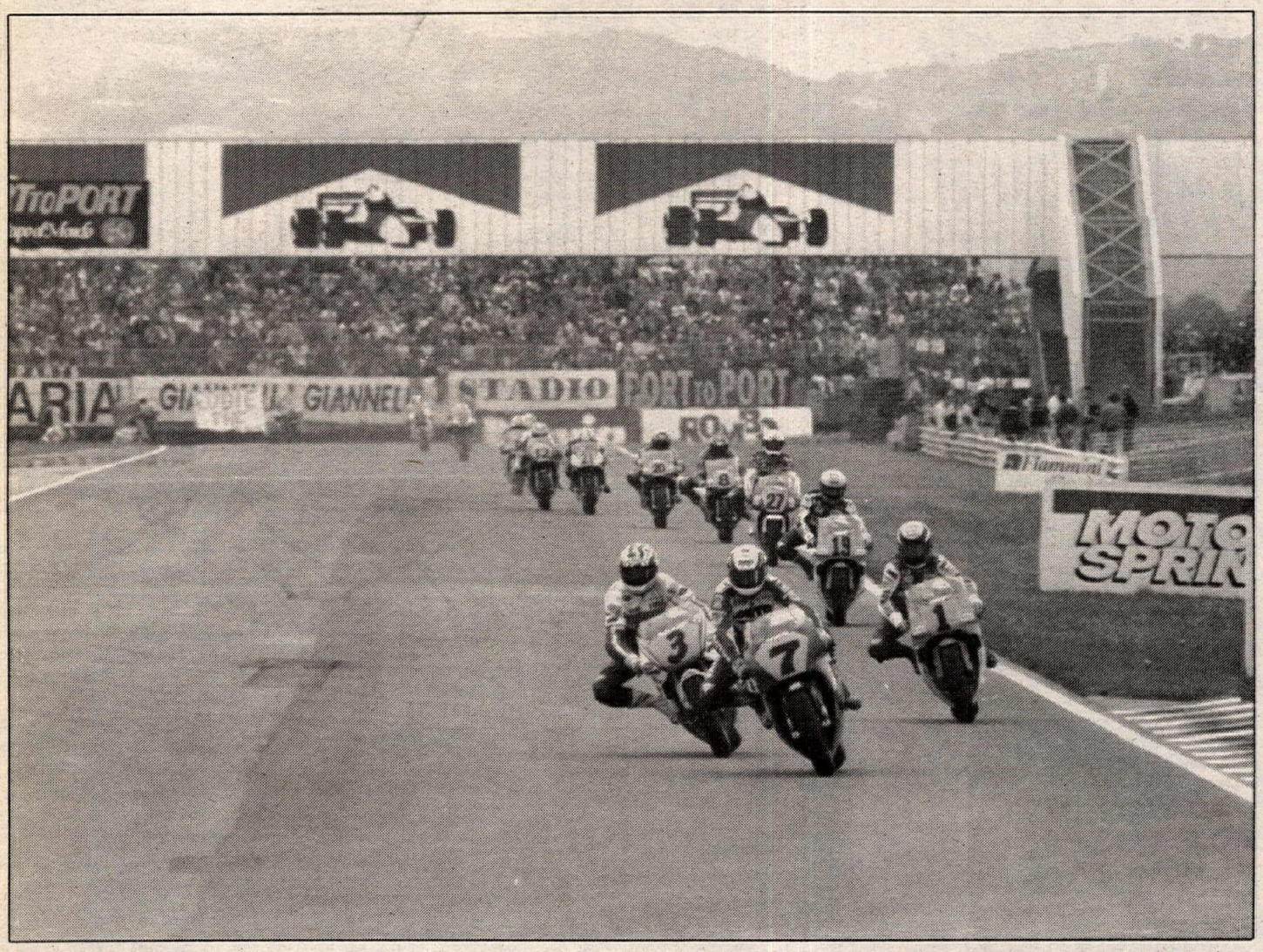
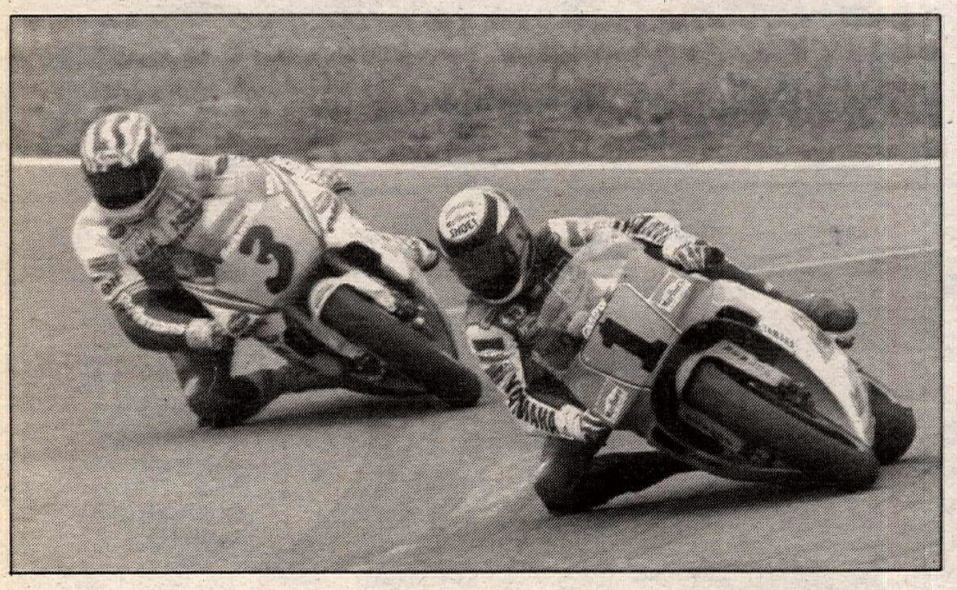


Eddie Lawson (7) electrified the Italian crowd by putting the Cagiva in the lead over Mick Doohan (3) on the first lap.

Wayne Rainey (1) and Doohan (3) battled early before Rainey was forced to pit.



Doohan wins in Italy

By Henny Ray Abrams

MISANO ADRIATICO, ITALY, MAY 19

The 500cc World Championship took a dark and dramatic turn for the Dunlop-mounted campaigners when their near total tire failure allowed Rothmans Honda's Mick Doohan to extend his lead in the title chase with a virtually uncontested win in the Gran Premio D'Italia, held in appalling conditions at the Autodromo Santomonica near the coastal town of Misano Adriatico.

Which is to take nothing away from Doohan. In winning his second race in two weeks, the 25-year-old Australian fought a spirited battle with Marlboro Yamaha Roberts' World Champion Wayne Rainey for 15 laps before a blistering problem on the rear tire of Rainey's Yamaha YZR500 caused him to make an unscheduled, and unhurried pit stop, scuttling any chance for a victory and damaging his hopes of retaining his World Championship. After re-joining the race a lap down, Rainey shattered the lap record on his way to a ninth place finish, another sign that had he picked his replacement tire instead of his original, he may well have won the race.

"There's some problems in building two tires the same," a disconsolate Rainey said after slipping 14 points behind Doohan, 91-77, after five rounds. "The second tire (teammate John Kocinski's spare) was fine."

Kocinski's tires also worked well, enabling him to finish second for the second week in a row, this time 8.677 seconds behind Doohan.

Doohan averaged 100.788 mph in winning the 36-lap, 78-mile race in front of a crowd of 70,000 on a mostly sunny, but cool day near the Adriatic Sea. The 2.17-mile course was patched and slippery in a number of places and the crowd was almost uncontrollable, with hundreds jumping onto the track after each race and flooding the paddock.

After Rainey dropped out, Doohan said he "tried to keep it all together. I had nine seconds and hit some backmarkers and went to eight. I needed a second a lap with eight to go. I didn't want to encourage these guys," he said.

Among those he didn't want to encourage was Cagiva's Eddie Lawson, who, after giving the crowd a tremendous boost by leading the first lap, gave Cagiva their best dry track finish ever, a third, one better than teammate Alex Barros. What made it sweeter for Lawson was that he wasn't aware he'd finished on the podium until his crew chief told him as he dismounted after the race.

"I thought Wayne was in third," the four-time World Champion said. "I was looking at the plus and minus on my pitboard. I didn't see them change me from P-4 to P-3. The first lap was good. I had them scared for one lap. If we could ever finish on the podium, this is the place."

Frenchman Jean-Philippe Ruggia finished in Barros's shadow in fifth with Doug Chandler a career best sixth on the Roberts Yamaha, one better than Lucky Strike Suzuki's Kevin Schwantz. Both of the Americans had tire troubles, though of different sorts.

Chandler's was a hole about a half-inch wide in his Dunlop rear, a problem similar to one he had last year at Willow Springs on the Kawasaki superbike.

"In the fast left you get a chatter and when you feel it like that it holds you back," he said. "When I passed Kevin (Schwantz, on lap 14), I felt the trouble and thought I should cool it and save what I had for the last part of the race."

After bogging the start, Schwantz was having a hard time progressing because of a sliding front end, then the rear tire threw a chunk on the 10th lap.

"I only knew that the front stopped being a problem because the rear started sliding so badly," said the 26-year-old Texan, who slipped to fifth in the World Championship standings. "The biggest problem I see is consistency in the tires. The other day the tires worked perfectly. I didn't change a thing and I couldn't ride it this morning."

In response to the problems, Dunlop's Jeremy Ferguson said: "We have to admit we had a major problem with a new construction tire. It showed up well in practice and the riders all chose that tire for that reason. Wayne's problem was slightly different in that the problem area was closer to the crown of the tread and Schwantz's closer to the shoulder."

Only Kocinski didn't have a problem in the race, but that was more a function of luck than anything. He'd chunked a rear in the morning warm-up.

Paul Butler, team coordinator for Marlboro Roberts Yamaha, said that there had been a positive and immediate response from Dunlop U.K. as well as Dunlop Japan. The tires that failed were British-built and, historically, the Japanese-built Dunlops have had a better record of consistency, Butler admitted.

But the news doesn't get better for the Dunlop-shod riders. Michelin informed their teams on Friday, May 17, that they would once again begin developing tires at the race tracks (see sidebar).

The 250cc race was the best of the weekend, and the finish the most exciting and controversial in a long time. And when the timer and video camera had their final say, it was Rothmans Kanemoto Honda's Luca Cadalora the winner of his home Grand Prix by a scant .009 seconds over German Helmut Bradl and the HB Honda.

Bradl led most of the race with Cadalora glued firmly to his rear. Their NSR250 Hondas seemed evenly matched, setting up a last lap riders' duel. Coming out of the final bend, a left-right kink onto the front straight, Bradl wheelied and looked back only to see the Italian Cadalora steam past. The 30-year-old German waited until the double left before the kink at the end of the final lap to make his move, outbraking Cadalora into the first right. But Cadalora, who celebrated his 28th birthday on Friday, went back under Bradl in the second left forcing him wide on the exit and nearly off the track. They approached the finish line leaning in on each other, cracking their windscreens in the process, and both thought they'd won the race. It would go to Cadalora, but not without a protest filed by Bradl for rough riding.

"If he does it again I'm going to hit him so hard his teeth will come out the back of his head," an incensed Bradl said immediately after the race.

Cadalora soon went to Bradl's motorhome and apologized and awaited the decision of the FIM Executive Committee. In the end, he was given a reprimand by the Italian Federation and the results stood.

"I didn't do anything to disturb him," Cadalora said, initially. "I really

wanted to win this race. It's the most important race of my life," he said, after various officials, and at least one police officer, had kissed his hand on the podium.

In winning his fourth of five Grands Prix this year, Cadalora completed the 30-lap, 65-mile race in 39 minutes, 29.951 seconds at an average speed of 98.77 mph.

He now leads Bradl 97-71 with 10 races remaining. Repsol Honda's Carlos Cardus, sixth today, is third with 65.

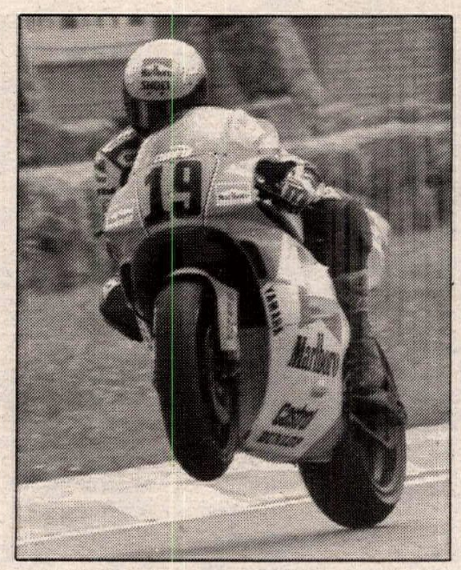
Third went to Aprilia Valesi's Pier Francesco Chili with fellow Aprilia-mounted Italian Loris Reggiani fourth. Dutchman Wilco Zeelenberg was fifth on the Samson Sharp Honda.

The 125cc race was a runaway win for AGV Honda-Pileri Corse's Fausto Gresini. The 30-year-old Italian, who'd qualified on the pole, finished over 18 seconds in front of teammate, and World Champion, Loris Capirossi, with Team Italia's Alessandro Gramigni third.

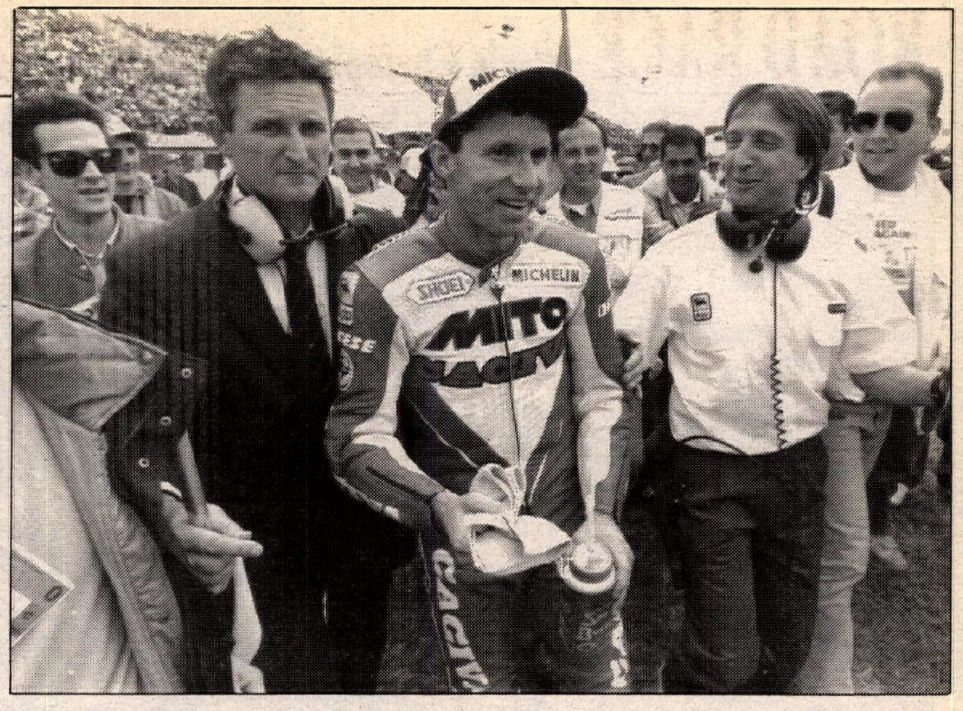
Gresini, who finished the 26-lap, 56.35-mile race in 36 minutes, 29.927 seconds at an average speed of 92.638 mph, leads Capirossi by four points, 71-67, in the World Championship. Hero Sports Noboru Ueda, who crashed today while in fourth place, is third with 55. Ueda broke a bone in his right hand, injured his left knee, and had to undergo a CAT scan for possible head injuries. He is expected to compete in next week's German race.

In the final race of the day, Steve Webster drove and passenger Gavin Simmons hung on for a 14-plus-second win — their third in a row — in the sidecar class to keep their perfect record for 1991 intact.

Second went to the Lucky Strike Streuer rig of Dutchman Egbert Streuer with American Pete Essaff the monkey. It is believed to be the first time an American has finished on a sidecar podium. The Swiss Gudel brothers were third on the B.P. Racing team entry.



For the second time in a row, John Kocinski finished second in Italy.



Eddie Lawson was all smiles after putting the Cagiva on the rostrum in Italy.

Webster leads Gudel in the standings 60-40. He completed the 26-lap, 56.35-mile race at an average speed of 96.234 mph in 35 minutes, 8.095 seconds.

The morning warm-up would prove to be ominous for both the Lucky Strike and Marlboro efforts. Schwantz was nearly a second and a half off of his qualifying mark and when he pulled in the problem became apparent. His back tire was leaking air. Still, his hand gestures to his crew suggested a serious front end problem.

Kocinski was also well off his mark, the victim of a chunked rear tire. Only Doohan would improve on his qualifying time, which gave little comfort to his competitors.

To the utter satisfaction of the crowd, Lawson was first into the first turn and held the spot across the line to end the first lap. A few turns later and Rainey and Doohan were past and by the fourth lap Kocinski had joined them.

Schwantz, meanwhile, was making up for a botched start, finishing the first lap in an uncharacteristic 10th.

"The bike just bogged," he would later say. "I don't know if it was the jetting, but it seemed flat in the race."

Doohan was quickly up on Rainey as the pair separated from Kocinski, himself about to break away from Lawson. Fifth early on was de Radigues, but Barros took the spot behind his teammate Lawson on the fifth lap. After that de Radigues faded to 11th before being taken out by the crashing Adrien Morillas near the end of the race.

By the 10th lap, Rainey and Doohan had over five seconds on Kocinski who, in turn, was about 150 yards in front of Lawson. Five seconds back was Barros with Ruggia sixth being chased by Schwantz and Chandler, and Garriga, ninth.

Schwantz didn't appear to be making any progress and was slithering wildly on acceleration as he tried to stay ahead of Chandler with a pushing front end and a tire about to chunk.

"When I got by Kevin and got in traffic that saved me," Chandler said after he, too, had tire troubles.

Doohan passed Rainey to start the 12th lap, but on lap 14 Rainey was back in front, though it was short-lived. Going up the short straight that led to the final bend before the pits on the 15th lap, Rainey, in second, signalled a radio-equipped crew member that his rear tire was bad. But when he got to the pits, the team was unprepared to change and didn't think he was going to re-join the race.

"When I pulled in they didn't know what was going on," Rainey said; apparently his trouble wasn't relayed to the crew. "They said, 'What are you doing?' and I told them I needed a tire. They grabbed John's back-up, just by accident, but then they pulled out the axle and lost the spacer."

By the time he was back onto the track he was a little over a lap down. On his second flying lap he turned a new lap record 1:15.982 and quickly un-lapped himself. The tire would hold up well to the end of the race.

Rainey on pole, again

Fastest after the second of three timed sessions, World Champion Wayne Rainey (right) was guaranteed his fourth consecutive pole position when Saturday afternoon rains prevented anyone else from going faster.

Not that it's likely anyone would have. Rainey averaged 102.411 mph in clocking a 1-minute, 15.191-second lap on the slippery and patched 2.17-mile Autodromo Santomonica during the second session and was consistently the fastest rider, though he felt he could have gone even faster.

"We were trying to make the bike more like it was yesterday," he said. "Actually we made the bike slower. We still need to sort out the gearbox and we have a few tires to run through."

Asked why it was that he was consistently the fastest from the start of practice, he said: "The other teams take longer to sort the bike out. I think it basically comes down to the team putting us forward."

Though he was the fastest, Rainey freely admitted that he was no fan of the circuit. "First of all, the track has patches that are slick in the rain and slick in the dry. As far as the organization goes, they've got a lot of work to do here. There were people jumping over the fence and onto the track during practice. There's no (electrical) power in the paddock. We came here last year and it was the same thing."

Former World Champion Eddie Lawson was even more emphatic: "This place is the worst place I've ever raced in the world," he said. "It's a shame because Italy has so many race tracks and the fans are the best. I love to race here."

Lawson would put the Cagiva onto the far end of the front row with a second session best of 1:16.816, averaging 102.023 mph. His performance was aided by a front tire Michelin brought to Misano to cure a front end chatter problem he'd been having. A Michelin technician described it as an "A" tire from last year.

In addition to trying a new tire, Lawson was continuing the aggressive development program Cagiva's embarked on this year, though the results weren't as favorable as had been hoped.

"Every race we have new parts," he said. "We got some parts here that didn't pan out like we wanted. We're closing the gap slightly."

Between Rainey and Lawson on the front row were Rainey's teammate John Kocinski and Lucky Strike Suzuki's Kevin Schwantz. Kocinski had been fastest in the first session, before qualifying .122 seconds behind Rainey in the second. The 23-year-old 250cc World Champion felt hampered by a lack of dry practice time, but felt he knew the key to a fast lap.

"I'm just trying to find a combination that works for me," he said. "These things are not what I'm used to. It just takes time. I'd like to have improved on the time and on the bike. We'll try to make the best guess for the morning warm-up and the race and race it out with whoever it's going to be."

As far as turning in a fast lap, Kocinski said that the fast turns here are where fast laps are made up. "The three turns for speed are at the end of the backstraight. Most of the other turns are first gear so you don't make up time in them."

Schwantz (1:16.441/102.256 mph) agreed that the left leading onto the backstraight was critical as was the right-hand first turn. "As simple as it seems, it's important to get it right to get a good lap."

The never-ending search for traction was Schwantz's consuming passion in the second session and he did it by bringing in the front end off-set. "Today (Saturday) we had a lot more contact, better grip, more control, especially from the rear. Looking at the times in the dry (the front row separated by .625 secs.) it looks like it could be a close, hard-fought race."

And one of the riders who had to be considered in the fray was fifth-fastest Mick Doohan on the Rothmans Honda. Doohan had had a number of problems, including a spark plug lead that came off in the morning session, which slowed him. But he wasn't concerned: "We're in the fifth position, but it's nothing to worry about if it's dry," he said.

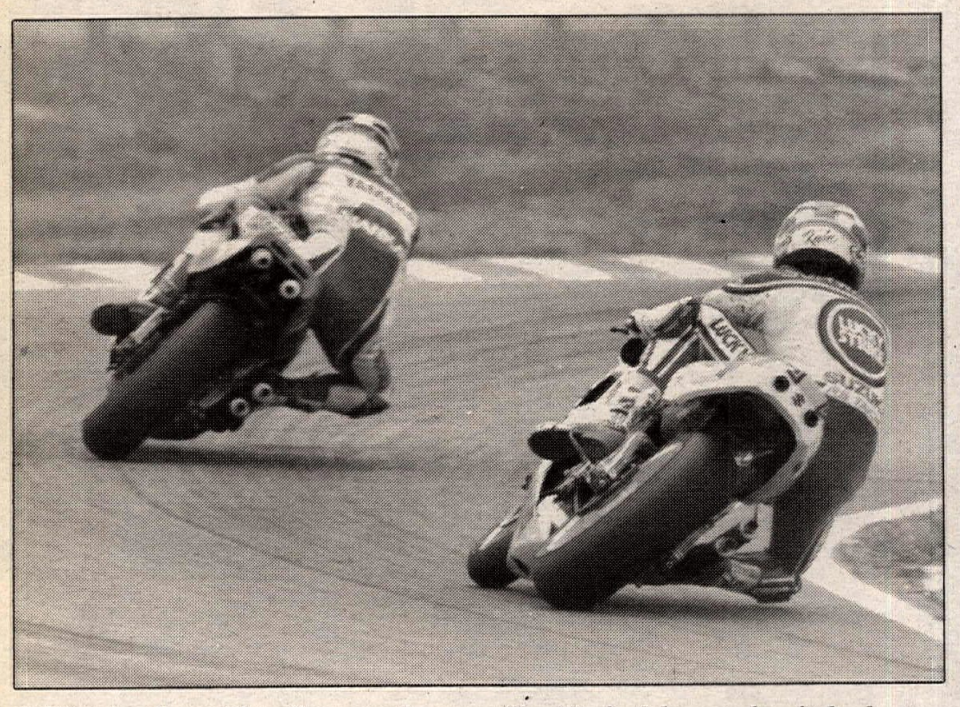
Where he was having trouble was the crucial corner leading onto the kinked backstraight. "I'm just having problems with the drive getting on there," he said. "The Yamahas are sliding, but they drive when I'm sideways." He also said he was getting "full-lock" through the high-speed kink. "It's not doing the tires or going straight ahead much good."

Sixth-fastest was Team Roberts Yamaha's Doug Chandler, a career qualifying best after he made some adjustments to his riding position, placing a pad on the tank to keep him from sliding forward.

Brazilian Alex Barros was seventh fastest on the Cagiva followed by Sonauto Yamaha's Jean-Philippe Ruggia and Belgian Didier de Radigues on the second Lucky Strike Suzuki.

Among the non-qualifiers was Rothmans Honda's Wayne Gardner, the victim of a Friday afternoon crash that saw him crack a bone in his right ankle. The Australian, however, is expected to return for the German GP after being fitted with a special boot.

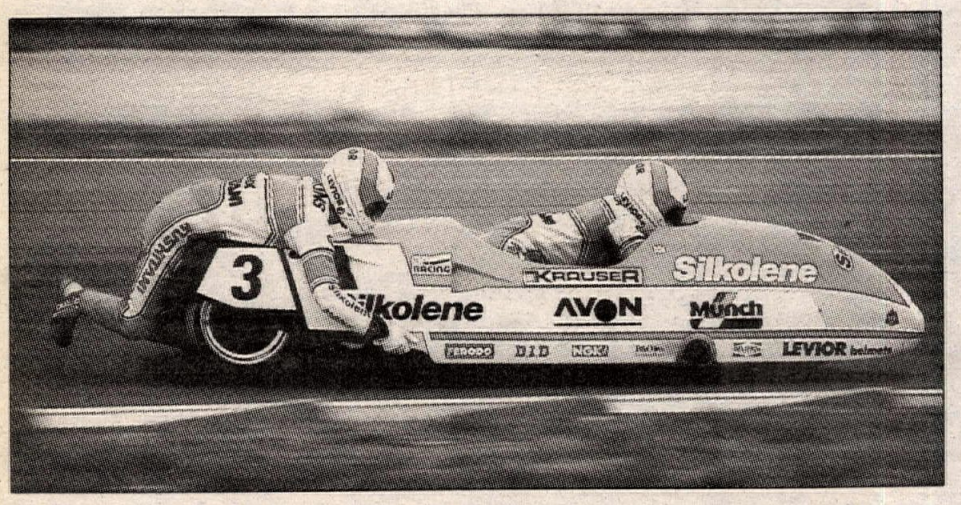
ROAD RACE World Championship Road Race Series: Round 5



Californian Doug Chandler topped a struggling Kevin Schwantz for sixth place.

Luca Cadalora (3) and Helmut Bradl (4) fought to the finish in the 250cc GP.

The team of Steve Webster and Gavin Simmons won a third straight sidecar GP.



For the final 20 laps he was clearly the fastest rider on the track.

To Doohan, that didn't matter. He was well in control, holding seven seconds on Kocinski when Rainey dropped out.

"I could see it sliding around," Doohan said of his rival's Yamaha. "I passed him, he passed me, then I passed him back. I came around and my pit board said '.8 seconds' and the next lap it said 'plus seven.' I saw him coming out of the pit lane. I didn't try to race him. I just wanted to maintain my position."

That he did, to the end of the race for his second win in a row. There can be no doubt that the momentum in the championship has shifted his way, though he refused to acknowledge it.

Kocinski was a comfortable second, holding six seconds on Lawson at the end. Asked about his tires, he responded, "I didn't pull into the pits."

But he did believe he could have been more of a threat if he'd gotten out better at the beginning.

"I just blew it from the start," he said. "You can't give these guys too much space. I wasn't very good on the light."

Lawson was a comfortable third, though, as noted earlier, he didn't know it. He said he was having a little trouble with the front end early on, which allowed the leaders to get away. "Then the fuel went down and it seemed to get better," he said.

The Barros/Ruggia duel, which Barros led most of the way, went to Barros who was able to block Ruggia's last-lap charge.

As Schwantz began to press Chandler late in the race, the AMA Superbike Champion picked up the pace, turned his fastest lap two laps from the end of the race. "I thought I could've run that pace if it didn't feel funny in the fast corners," Chandler said.

Schwantz would end up seventh. Garriga eighth after choosing a tire that went the distance, but took a little too long to warm up. "It's a race to forget as far as the result goes," he said.

And Rainey finished ninth, one better than privateer Eddie Laycock. It was the first time he'd finished a race off the podium since the Brazilian GP in September of 1988. (Twice he didn't finish races. At Sweden in 1989, and Hungary in 1990.)

Only Bradl and Cadalora were able to qualify under 1:19, that being a function of rain washing out the final two practice sessions. So it was no surprise that when the race began they were right out front. But, as usual, it was a tight group early, this time with Chili, Doriano Romboni, Reggiani, Marlboro JJ Cobas's Alex Criville, and Zeelenberg in pursuit.

Chili took the lead on the fourth lap leading a seven-rider freight train for a lap before Bradl took over. The septet began to break up into twos and threes with Bradl and Cadalora displaying their superiority and pulling over a three-second lead by the halfway point. The Aprilias of Chili and Reggiani were the next closest pair with Cardus up in front of Zeelenberg and Romboni for fifth. Romboni's engine would expire soon after leading three leading trios and HRC's Masahiro Shimizu a lone seventh.

For the final third of the race the lead duo was experiencing traffic and Bradl seemed better able to cope with it. He would pull small leads, but Cadalora would catch up when the track cleared.

With three laps to go, the duo was nearly taken out by a gaggle of backmarkers, including Rothmans Honda Italy's underachiever Corrado Catalano.

Cadalora led to start the final lap and many thought this was a strategic move on Bradl's part. The German took it back toward the end of the lap before being run wide by the over-aggressive Cadalora.

Bradl came down the front straight on the cool-off lap holding up a German flag in victory, but, when told he was second, skipped the podium ceremonies and post-race press conference.

Reached later in his motorhome, he was vehement in his attack on the race-winner. "It was the most unfair passing maneuver I've ever experienced," he said. "I noticed Luca not riding fast at the beginning. Luca can't ride fast in the front. He has to follow someone like a leech. I knew he would try to win at any price. He made a mistake in the last corner and I had to go three extra meters wide and that's where I lost the race. If I hadn't leaned back on him I would've hit the Armco at 100 mph. He tried to kill me."

"I knew that to pass him in the last corner was my only chance," Cadalora said in his own defense. "Helmut was very fast in some other corners, but I had seen before that I had a little advantage in the last corner."

Chili was happy with his best ever 250cc finish, in third, with Reggiani suffering an acceleration problem.

Zeelenberg finished fractionally ahead of Cardus, with Shimizu circulating untouched in seventh ahead of Jochen Schmid and Andy Preining. CN

Results

125cc QUALIFYING: 1. Fausto Gresini (1:24.267); 2. Loris Capirossi (1:24.385); 3. Heinz Luethi (1:24.395); 4. Ezio Gianola (1:24.461); 5. Noboru Ueda (1:24.594); 6. Bruno Casanova (1:24.781); 7. Alessandro Gramigni (1:24.862); 8. Gabriele Debbia (1:24.938); 9. Jorge Martinez (1:25.084); 10. Hans Spaan (1:25.127); 11. Rene Waldmann (1:25.247); 12. Mauro Vitali (1:25.327); 13. Nobuyuki Wakai (2:25.368); 14. Herri Torrentegu (1:25.460); 15. Adi Stadler (1:25.502); 16. Steven Patrickson (1:25.510); 17. Kohji Takada (1:25.551); 18. Peter Oettl (1:25.600); 19. Alex Bronec (1:25.637); 20. Manuel Hernandez (1:25.658); 21. Dirk Raudies (1:25.797); 22. Gimmi Bosio (1:25.920); 23. Kazuto Sakata (1:25.964); 24. Ian McConnachie (1:25.978); 25. Serafino Foti (1:26.049); 26. Emilio Cuppini (1:26.174); 27. Johnny Wickstroem (1:26.175); 28. K. Wada (1:26.179); 29. Tierry Feuz (1:26.352); 30. Julian Miralles (1:26.361); 31. Alex Waibel (1:26.370); 32. L.I. Alvaro (1:26.378); 33. Manuel Herreros (1:26.419); 34. Ari Molenaar (1:26.511); 35. F. Debon (1:26.562); 36. Hishashi Unemoto (1:26.649); 37. Jos Van Dongen (1:26.695); 38. A. Patterson (1:26.719); 39. S. Kurfiss (1:26.738); 40. S. Bragger (1:27.029); 41. H. Koopman (1:27.094); 42. Robin Appleyard (1:27.108); 43. Peter Galvin (1:27.169); 44. W. Fritz (1:27.322); 45. R. Dunki (1:27.682); 46. Harold Abold (1:27.721); 47. Y. Pintar (1:28.743); 48. Thiery Rinne (1:29.493).

250cc QUALIFYING: 1. Helmut Bradl (1:18.679); 2. Luca Cadalora (1:18.681); 3. Pier-Francesco Chili (1:19.213); 4. Carlos Cardus (1:19.239); 5. Loris Reggiani (1:19.479); 6. Doriano Romboni (1:19.611); 7. Wilco Zeelenberg (1:19.703); 8. Masahiro Shimizu (1:19.798); 9. Alex Criville (1:19.921); 10. Martin Wimmer (1:19.938); 11. Jochen Schmid (1:20.029); 12. Carlos Lavado (1:20.230); 13. Paolo Casoli (1:20.260); 14. Alex Preining (1:20.481); 15. B. Haenggeli (1:20.490); 16. E. Korpiaho (1:20.624); 17. Jean-Pierre Jeandat (1:20.805); 18. L.V.D Heyden (1:20.871); 19. Renzo Colleoni (1:20.924); 20. Alberto Puig (1:21.122); 21. Harald Eckl (1:21.124); 22. Marcellino Lucchi (1:21.213); 23. P.V.D. Goorben (1:21.231); 24. Fausto Ricci (1:21.380); 25. F. Protat (1:21.489); 26. B. Kassner (1:21.591); 27. C. Catalano (1:21.625); 28. R. Colleoni (1:22.206); 29. Stefan Prien (1:22.314); 30. J. Mariano (1:22.589); 31. Jean Foray (1:22.723); 32. Urs Jucker (1:22.769); 33. S. Pennese (1:22.882); 34. Ian Newton (1:23.089); 35. W. Doran (1:23.989).

500cc QUALIFYING: 1. Wayne Rainey (1:16.191); 2. John Kocinski (1:16.313); 3. Kevin Schwantz (1:16.441); 4. Eddie Lawson (1:16.816); 5. Michael Doohan (1:17.186); 6. Doug Chandler (1:17.227); 7. Alexandre Barros (1:17.329); 8. Jean-Philippe Ruggia (1:17.404); 9. Didier de Radigues (1:17.984); 10. Juan Garriga (1:18.056); 11. Adrien Morillas (1:18.698); 12. Eddie Laycock (1:20.564); 13. Rene Balbi (1:21.200); 14. Marco Papa (1:21.204); 15. Cees Doorakkers (1:21.550); 16. Hans Becker (1:22.233); 17. Simon Buckmaster (1:22.402); 18. Michael Rudroff (1:23.185); 19. Niggi Schmassman (1:23.775).

SIDECAR QUALIFYING: 1. Biland/Waltisperg (1:19.127); 2. Webster/Simmons (1:19.741); 3. Michel/Birchall (1:19.990); 4. Egloff/Egloff (1:21.535); 5. Streuer/Essaff (1:21.852); 6. Zurbruegg/Zurbruegg (1:22.122); 7. Bohnhorst/Hiller (1:22.132); 8. Kumano/Roesinger (1:22.162); 9. Kumagaya/Hougton (1:22.455); 10. Dixon/Dixon (1:22.636); 11. Klaffenboch/Parzer (1:22.785); 12. Abbott/Smith (1:22.984); 13. Guedel/Guedel (1:23.136); 14. Brindley/Graham (1:23.360); 15. Smith/Smith

Michelin to develop tires

In a surprise announcement, Michelin informed the teams that they supply tires to, that they would once again develop tires at Grand Prix venues, something many believe they've been doing all along.

The letter, from Michelin's headquarters in Clermont-Ferrand, France, and signed by Michelin's competition manager Pierre DuPassquier, said that, although the company would pursue a development program, the politics hadn't changed, meaning that the teams would still have to pay for all tires, including development tires.

The timing of the letter was somewhat curious since Michelin have recently announced massive worldwide lay-offs, including over 4000 in France alone.

"Now there will be more technicians and more development," Jacques Morelli, Michelin's GP chief said. "The teams are happy we made this decision."

Morelli said they "will start to work slowly," and refused to say how soon there would be new tires available, although he did say that they would have a special tire for the high-speed demands of Hockenheim which had been planned in advance.

According to Morelli, there are currently two fronts and three rears to choose from, though they are very similar. He also said that they'd brought a development "A-tire" from last year to Misano for Cagiva's Eddie Lawson and Alex Barros, but "would not have enough for everybody."

(1:23.408); 16. Wyssen/DeHaas (1:23.546); 17. Progin/Irlam (1:23.775); 18. Van Kempen/Kuyt (1:23.874); 19. Bosinger/Markwalder (1:23.923); 20. Baker/Prior (1:24.725).

125cc GP: 1. Fausto Gresini (Hon); 2. Loris Capirossi (Hon); 3. Alessandro Gramigni (Apr); 4. Ezio Gianola (Der); 5. Hans Spaan (Hon); 6. N. Wakai (Hon); 7. Heinz Leuthi (Hon); 8. Gabriele Debbia (Apr); 9. Rene Waldmann (Hon); 10. Dirk Raudies (Hon); 11. Ian McConnachie (Hon); 12. Adi Stadler (Cob); 13. H. Unemoto (Hon); 14. Steven Patrickson (Hon); 15. Johnny Wickstroem (Hon); 16. K. Takada (Hon); 17. Julian Miralles (Der); 18. S. Foti (Laz); 19. Manuel Hernandez (Cob): 20. A. Molenaar (Hon); 21. Alain Bronec (Hon); 22. Thierry Feuz (Hon); 23. F. Debon (Cob); 24. M. Vitali (Gaz); 25. L.I. Alvaro (Der); 26. K. Wada (Hon); 27. Bruno Casanova (Hon); 28. Peter Oetll (Hon); 29. Herri Torrontegu (Cob); 30. Jorge Martinez (Cob); 31. Noburo Ueda (Hon); 32. K. Sakata (Hon); 33. Manuel Herreros (Cob); 34. Alex Waibel (Hon).
Time: 36 min., 29.927 sec.
Distance: 26 laps, 56.226 miles.
Average Speed: 92.430 mph.
Margin of Victory: 18.495 sec.
Fastest Lap: Fausto Gresini, 1:23.436, Lap 11

250cc GP: 1. Luca Cadalora (Hon); 2. Helmut Bradl (Hon); 3. P.F. Chili (Apr); 4. Loris Reggiani (Apr); 5. Wilco Zeelenberg (Hon); 6. Carlos Cardus (Hon); 7. Masahiro Shimizu (Hon); 8. Jochen Schmid (Hon); 9. Alex Preining (Apr); 10. Paolo Casoli (Yam); 11. Jean-Pierre Jeandat (Hon); 12. E. Korpiaho (Yam); 13. Renzo Colleoni (Apr); 14. Carlos Lavado (Yam); 15. Stefan Prein (Hon); 16. Harald Eckl (Apr); 17. Juliano Mariano (Apr); 18. Urs Jucker (Yam); 19. Martin Wimmer (Suz); 20. R. Colleoni (Apr); 21. P.V.D. Goorben (Yam); 22. B. Kassner (Yam); 23. W. Doran (Yam); 24. Jean Foray (Yam); 25. C. Catalano (Hon); 26. S. Pennese (Apr); 27. F. Protat (Apr); 28. Doriano Romboni (Hon); 29. Fausto Ricci (Yam); 30. Alex Criville (Cob); 31. B. Haenggeli (Apr); 32. Alberto Puig (Yam); 33. Marcellino Lucchi (Yam); 34. Ian Newton (Yam); 35. L.V.D. Heyden (Hon).
Time: 39 min., 29.951 sec.
Distance: 30 laps, 64.8768 miles.
Average Speed: 98.549 mph.
Margin of Victory: .009 sec.
Fastest Lap: Luca Cadalora, 1:17.965, Lap 26.

500cc GP: 1. Michael Doohan (Hon); 2. John Kocinski (Yam); 3. Eddie Lawson (Cag); 4. Alexandre Barros (Cag); 5. Jean-Philippe Ruggia (Yam); 6. Doug Chandler (Yam); 7. Kevin Schwantz (Suz); 8. Juan Garriga (Yam); 9. Wayne Rainey (Yam); 10. Eddie Laycock (Yam); 11. Marco Papa (Hon); 12. Cees Doorakkers (Hon); 13. Rene Balbi (Hon); 14. Simon Buckmaster (Hon); 15. Michael Rudroff (Hon); 16. Didier de Radigues (Suz); 17. Adrien Morillas (Yam); 18. Hans Becker (Hon); 19. Niggi Schmassman (Hon).
Time: 46 min., 27.037 sec.
Distance: 77.852 miles.
Average Speed: 100.560 mph.
Margin of Victory: 8.677 sec.
Fastest Lap: Wayne Rainey, 1:15.892, Lap 18.

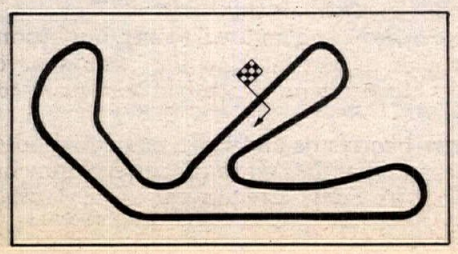
SIDECAR GP: 1. Webster/Simmons (LCR); 2. Streuer/Essaff (LCR); 3. Guedel/Guedel (LCR); 4. Dixon/Dixon (LCR); 5. Kumagaya/Hougton (LCR); 6. Brindley/Graham (LCR); 7. Kumano/Roesinger (LCR); 8. Bohnhorst/Hiller (BOH); 9. Zurbruegg/Zurbruegg (LCR); 10. Van Kempen/Kuyt (LCR); 11. Progin/Irlam (LCR); 12. Wyssen/DeHaas (LCR); 13. Baker/Prior (LCR); 14. Bosinger/Markwalder (LCR); 15. Klaffenboc/Parzer (LCR); 16. Egloff/Egloff (LCR); 17. Abbott/Smith (LCR); 18. Michel/Birchall (LCR); 19. Biland/Waltisperg (LCR); 20. Smith/Smith (ADM).
Time: 35 min., 8.095 sec.
Distance: 56.226 miles.
Average Speed: 96.018 mph.
Margin of Victory: 14.438 sec.
Fastest Lap: Webster/Simmons, 1:20.039, Lap 4.

125cc WORLD C'SHIP POINT STANDINGS: 1. Fausto Gresini (71); 2. Loris Capirossi (67); 3. Noburo Ueda (55); 4. Ralf Waldmann (36); 5. (TIE) Heinz Leuthi/Jorge Martinez (28); 7. (TIE) Ezio Gianola/Hans Spaan/Gabriele Debbia (26); 10. Nobuyuki Wakai (23); 11. S. Shima (18); 12. Adi Stadler (14); 13. (TIE) Kohji Takada/H. Unemoto (13); 15. A. Saitoh (10); 16. S. Sato (9); 16. Steven Patrickson (8); 17. Ian McConnachie (7); 18. (TIE) M. Vitali/Y. Yamakawa (5); 20. G. Bosio (4).

250cc WORLD C'SHIP POINT STANDINGS: 1. Luca Cadalora (97); 2. Helmut Bradl (71); 3. Carlos Cardus (65); 4. Loris Reggiani (61); 5. Wilco Zeelenberg (56); 6. Masahiro Shimizu ((41); 7. P.F Chili (36); 8. Jochen Schmid (34); 9. Alex Preining (26); 10. (TIE) Martin Wimmer/Jean-Pierre Jeandat (19); 12. Carlos Lavado (17); 13. (TIE) Taguchi/Paolo Casoli (13); 15. Aoki (11); 16. (TIE) Harada/Doriano Romboni (10); 18. Alex Criville (7); 19. (TIE) Udagawa/Alberto Puig (6).

500cc WORLD C'SHIP POINT STANDINGS: 1. Michael Doohan (91); 2. Wayne Rainey (77); 3. John Kocinski (62); 4. Eddie Lawson (56); 5. Kevin Schwantz (55); 6. J.P. Ruggia (44); 7. Wayne Gardner (42); 8. Juan Garriga (38); 9. Alexandre Barros (37); 10. (TIE) Doug Chandler/Adrien Morillas (25); 12. Didier de Radigues (22); 13. Eddie Laycock (11); 14. Cees Doorakkers (9); 15. (TIE) Sito Pons/Kevin Magee (8); 17. Iwashashi (7); 18. Rich Oliver (5); 19. Robbie Petersen (4); 20. (TIE) Hans Becker/Michael Rudroff (2).

SIDECAR WORLD C'SHIP POINT STANDINGS: 1. S. Webster (60); 2. P. Gudel (40); 3. D. Dixon (28); 4. R. Biland (26); 5. (TIE) S. Abbott/R. Bohnhorst (25); 7. (TIE) M. Kumano/Y. Kumagaya (22); 9. M. Egloff (21); 10. D. Brindley (19); 11. A. Michel (17); 12. R. Progin (13); 13. T. Van Kempen (11); 12. (TIE) T. Wyssen/A. Zurbruegg (10); 14. (TIE) D. Brindley/K. Klaffenboc (5); 16. (TIE) F. Voight/T. Baker (4); 18. W. Kraus (3).



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BONUS

Finally, they race again

By Paul Carruthers
Photos by Henny Ray Abrams

If absence indeed makes the heart grow fonder, than AMA road racing fans should be head-over-heels in love as the championship series finally resumes at New Hampshire International Speedway some 98 days after the Daytona 200. And the nine-race series won't end until November 10.

And you thought the NBA season was long.

But it should be worth the wait.

With the cancellation of the long-standing Road Atlanta round of the series in early May, the majority of the riders will use the Brainerd round of the World Championship Superbike Series as a way of cleaning the moth-balls out of their equipment. In addition, many of the top riders took part in what was, for the Americans, a horrid TransAtlantic Series in England during the extended break between Nationals.

But come June 16, the championship fight will begin again in earnest as the men and their machines head to New England for the second round of the championship at the track most still refer to simply as Loudon.

Daytona is Daytona, but seldom are championships won or lost by performances at the most famous venue on the calendar. Last year, David Sadowski won the 200, but failed to capitalize on his success in the season opener and finished tied for fourth in the championship. The year before the race was won by John Ashmead, who went on to finish sixth in the championship.

But let's not believe that Daytona holds no importance as far as winning championships goes. It is important to leave Florida with points. Last year's Superbike National Champion Doug Chandler finished third, and the 1989 champ Jamie James finished second. Bubba Shobert captured the crown in 1988 after finishing third at Daytona.

If you based everything on recent history you would come to the conclusion that this year's top three in the 200 are the only ones with a shot at the 1991 Superbike Championship. That trio is comprised of Miguel DuHamel, Jamie James and Thomas Stevens.

But it's really not that simple. And the real question may be whether or not another Doug Chandler will emerge from the field in 1991 to dominate the series, or will it consist of many men winning a few races each.

If a rider is to emanate from the fray, it is most likely to be Doug Polen. But that really wouldn't be anything new. After all, the Texan's been here before, narrowly losing the title to Shobert in 1988. But can the Fast By Ferracci Ducati rider come back from scoring zero points at Daytona to win the title with only eight races left on the schedule?

Apart from Daytona, Polen's season has started well. He currently leads the World Championship Superbike Series, thanks to three wins in four starts, and has built himself quite a reputation with the foreign press. But none of that means anything to the riders he has to battle here for the AMA championship. After all, he still has a large points deficit to make up on his stateside competition.

And that list of competition is long.

Looking at the rest based on Daytona results alone - you must examine Canadian Miguel DuHamel first. Although, since he will miss two rounds of the series because of his contract with Kawasaki to compete in the World Endurance Championship, his chances of winning the Superbike title are virtually nil. DuHamel was the star of Daytona, winning both the 600cc Supersport race and the Daytona 200, and he did so with the flair of a champion. Few who watched his corner-exit slides on the CBR600 will forget the sight.

Despite his lack of title hopes, the Commonwealth Racing rider will win his share of races on the Ray Plumb-prepared Honda RC30.

Next up is Vance & Hines Yamaha's Jamie James, the 1989 AMA Superbike National Champion. James has obviously adapted quickly to the Yamaha FZR750RR, and seems to fit nicely into the Terry Vance-owned team. James was always in the hunt at Daytona, finishing second behind DuHamel in both the 600cc Supersport race and the Daytona 200.

In 1990, James rode the bike currently being campaigned by Polen, the Fast By Ferracci Ducati, but he slipped to ninth in the championship after a season of inconsistency. More is expected of the friendly Louisianan in 1991.

James' Vance & Hines teammate Thomas Stevens finished third at Daytona and is hoping to finally put a championship-winning season together. The Floridian has parked the team's FZR600 and will concentrate his efforts solely on winning the superbike crown, and initially his first-ever National. His numerous crashes in the 600cc Supersport class last year did little to help his confidence, but by season's end there was little doubt that he was a potential Superbike class race winner. Stevens is back for a second year on the Steve Johnson-prepared V&H Yamahas, after finishing an equal fourth in the championship with then-teammate Sadowski in 1990.

If Commonwealth Racing's Rich Arnaiz can put a stop to the crashes that have speckled his career, he too has to be considered a favorite to win the championship. Arnaiz bravely finished fourth at Daytona after suffering a serious hand injury only a week prior to the race.

The 1990 European Superbike Champion will also benefit from riding the team's Ray Plumb-prepped RC30s. The former dirt tracker will also ride the team's Honda CBR600 in the 600cc Supersport Championship.

Team Muzzy Kawasaki won the 1990 AMA Superbike National Championship with class phenom Doug Chandler. Well, Chandler has ventured to Europe, and the land of former AMA Superbike Champions, but the team's ZXR750RRs will be in the capable hands of Georigan Scott Russell.

Tactical mistakes kept Russell from finishing higher than fifth at Daytona, but he's taken enough points with him from Florida to keep his championship hopes alive. His last-to-second-place Mid-Ohio ride of a year ago was arguably the most impressive outing of the season — if he can turn his four 1990 second place finishes into wins, he can fill Chandler's shoes admirably.

1991 AMA CHAMPIONSHIP ROAD RACE SERIES

June 14-16	New Hampshire International Speedway/Loudon, New Hampshire
June 28-30	Road America/Elkhart Lake, Wisconsin
July 4-6	Charlotte International Speedway/Charlotte, North Carolina
August 2-4	Mid-Ohio Sports Car Course/Lexington, Ohio
August 9-11	Texas World Speedway/College Station, Texas
September 6-8	Heartland Park Topeka/Topeka, Kansas
September 20-22	Willow Springs International Raceway/Rosamond, California
November 9-10	Miami Street Circuit/Miami, Florida.

Russell, who made a mockery of the field in the 750cc Supersport race at Daytona, should have an easy time winning that championship.

Veteran Dale Quarterley rode his The Boys-backed Honda RC30 to a sixth in the Daytona 200, and if the New Englander has any luck at all he will do well in the championship. The hard-riding Quarterley finished seventh in the championship last year with his best result — a fifth — coming at his home track of Loudon.

Others worth noting in the scrap for the superbike crown are Canadian's Reuben McMurter and Jacques Guenette. McMurter, seventh at Daytona, will again ride his McMurter Racing Honda RC30s in the series while also competing in Canada. Guenette will concentrate on the AMA series while riding the second Rob Muzzy-fettled Kawasaki ZXR750R, and will also likely finish second to Russell in the 750cc Supersport championship.

Team Yoshimura Suzuki didn't fare well at Daytona with WERA Formula USA Champion Mike Smith crashing out early and class rookie Tommy Lynch finishing 16th. You don't, however, win any championship without having a great deal of talent, and we probably haven't heard the last from Smith.

Neither Yamaha FZR750RR-mounted Tom Kipp (Wiseco-sponsored) or Pascal Picotte (Yamaha Canada-backed) finished the Daytona 200, but both were in the hunt before mechanical problems (Kipp) and a crash (Picotte) took them out of the race. Mad Dog's Mike Harth was another who experienced problems at Daytona, although he did finish 14th, but we can expect strong finishes from all three during the season.

The second Honda team receiving at least some assistance from American Honda is the Two Brothers Racing squad. With Honda RC30s prepped by Mike Velasco, three-time World Champion Freddie Spencer and Florida's Jeff Farmer both have the opportunity to finish strong in 1991. Mechanical ills forced Spencer out of the Daytona 200 while Farmer crashed and broke his wrist. Both are expected to return for Loudon, although Farmer's best finishes are expected to come in the 600cc Supersport class.

The 250cc Grand Prix championship will likely come down to a battle between the Yamaha TZ250s of California's Nick Ienatsch and New Englander Chris D'Alusio. But don't count out former U.S. GP winner Jimmy Filice, although the former dirt tracker has dug himself quite a hole after not competing at Daytona.

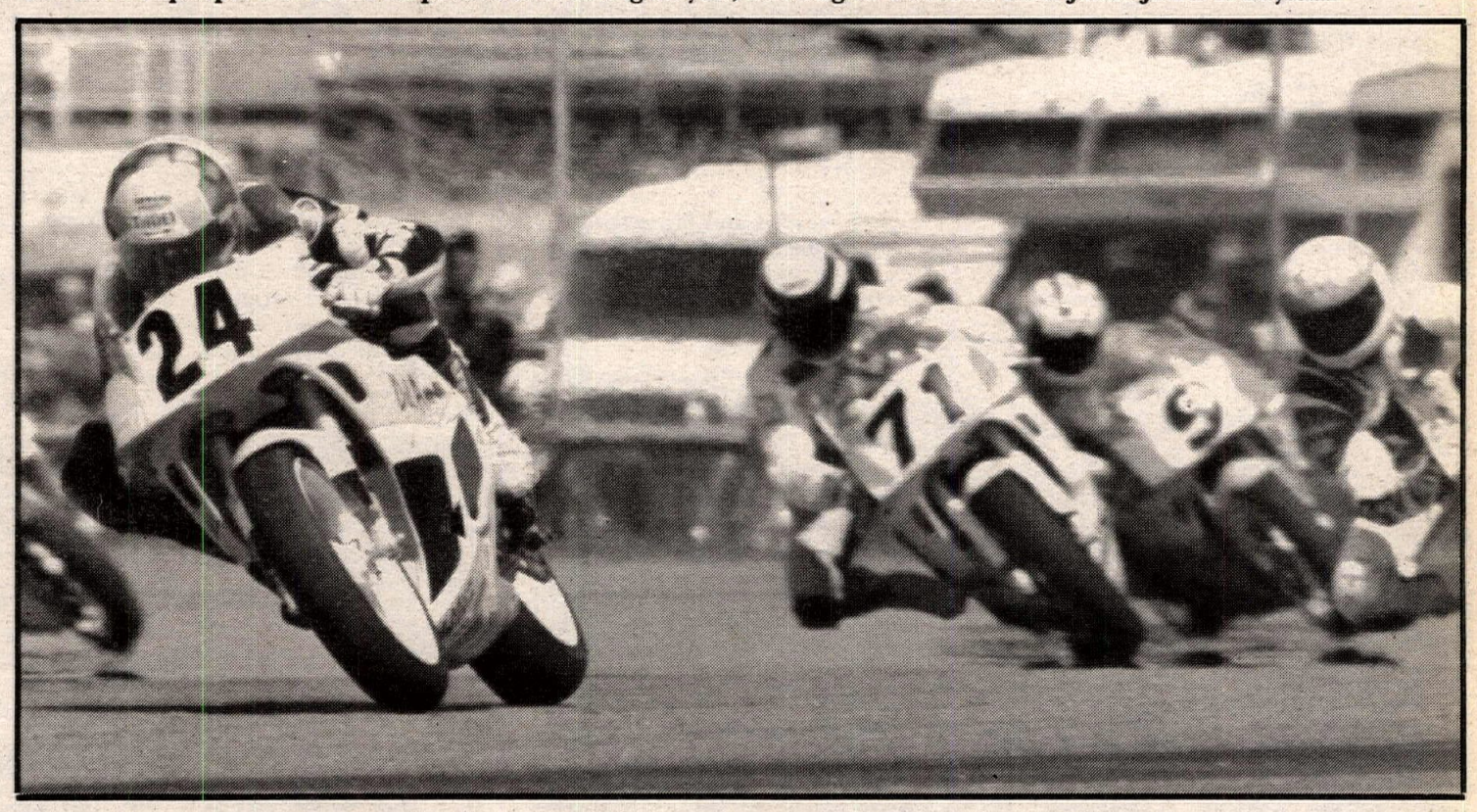
The only rider who may have an easier time than Russell in the 750cc Supersport Championship will be Polen in the Pro Twins GP1 Championship. Polen and the Fast By Ferracci Ducati should make for some boring racing, at least at the front, in the premier portion of the Twins class. The GP2 class, however, will likely be fought out between many, including perennial class favorite Craig Shambaugh, Scott Williams, Robert Griffiths, and the rest . . .

The tightest championship fight will likely be in the 600cc Supersport Series with DuHamel, James, Arnaiz, Kipp, Michael Barnes, and a horde of others battling all season long.

And let's not forget the always competitive U.S. Twin Sports Series. This again should be a Nigel Gale, Tripp Nobles, Scott Zampach, Kevin Rentzell battle, much like Daytona and the more recent round at Road Atlanta.

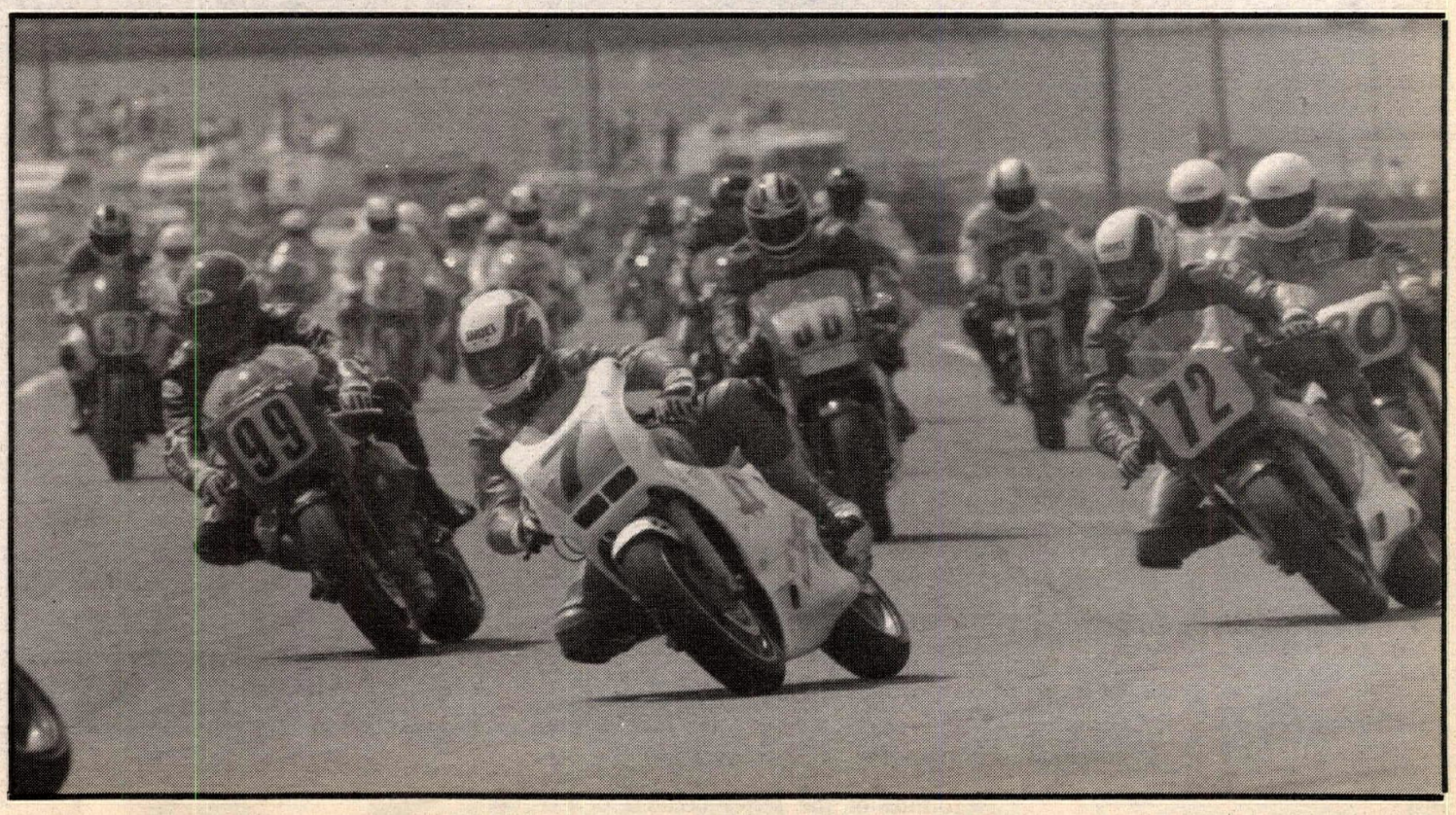
Ninety-eight days later, here we go again . . . CN

The 600cc Supersport Series should provide close racing all year; here Miguel DuHamel leads Jamie James at Daytona.



Californian Nick Ienatsch (24) is one of the favorites to capture a close 250cc Grand Prix National Championship.

Pro Twins GP2 action is usually always close. Daytona was no exception as Craig Shambaugh leads the way.



PREVIEW World Championship Superbike Series

Polen and Ducati show the way

By Bruce Newton
Photos by Johan Vandeckerckhove

The story of the 1991 Diesel Jeans World Superbike Championship let alone the American round at Brainerd may have been told in the second race at Jarama last month.

Three Ducatis swept across the line and then we waited . . . and waited. Some 38 seconds later the fourth place rider, Honda RC30-mounted Spaniard Juan Lopez-Mella, rode under the checkered flag.

In superbike racing, where close racing is the norm rather than the exception, this was a stunning display of domination. There is no question that the three Ducati riders, Doug Polen, Stephane Mertens and World Champion Raymond Roche are among the elite in the class, but the result also served to underline the fact that the factory Ducati 888 is the class of the field.

With a 20 kilogram-plus weight advantage over the Japanese machines, larger capacity, better torque and at least equal horsepower, a good rider on a good example of the fuel-injected V-twin is starting with an advantage over anyone riding one of the Japanese fours.

As Peter Doyle, the wily and experienced manager of Team Kawasaki, observed after watching this display: "The biggest problem is the regulations because our weight and capacity disadvantage is starting to show. I think the Ducatis will be very hard to peg back. Horsepower we can make up, but we can't level them because of the weight."

And that's being said by the man who is developing the newest and potentially the best of the Japanese motorcycles, the Kawasaki ZXR750R Just consider the situation for those teams and riders on Honda's RC30, which is now into its fourth year of World Championship competition, or the Yamaha OW01 which is starting its third.

True, the Ducati has been around a while as well. The pundits thought it had reached its peak when Roche won the World Championship in such convincing style in 1990 but the whole-hearted effort of the factory seems to have improved and refined it even further this year. It is now exploiting its regulatory advantage better than ever and it is ironic that those regulations were initially conceived to bring the V-twins onto equal footing with the Japanese fours.

On that basis the Ducatis should head the field at Brainerd and beyond. When you take the results into account, four wins from four starts, both pole positions and two new lap records, the argument for an Italian win looks all the more convincing.

But it won't only be the spaghetti-munchers who should have cause to celebrate come the evening of June 9 because the man who goes into the race red-hot favorite is as American as they come — Texan Doug Polen.

From Denton, in "JR" country north of Dallas, 30-year-old Polen has backed up his big-talking attitude with some big rides in the first two rounds of the championship. He's the one with all the pole positions and lap records to his credit on the Eraldo Ferracci-fettled factory Duke and he's backed up raw speed with smarts by winning all three races he's finished and now leads the championship by 15 points.

What Polen has done is raised the level of competition another notch. He is the master of setting up a motorcycle and then riding it quickly enough to win. The other Ducati riders now have to lift themselves to his level, the Honda, Kawasaki and Yamaha riders have got to somehow move up even further.

Any close follower of the U.S. racing scene knows of Polen's background, first coming to national prominence in the mid '80s as the king of one-make racing. It was here in the Suzuki National Cup Series and the like that he believes his ability to quickly and accurately set up a bike was developed.

"We'd do 20 meetings a year back then," he recalls. "They'd be on all sorts of different tracks and surfaces and you had to figure out how to set up a bike from week to week. After a while you get to know what to do. After a while you do it scientifically rather than by guess work."

Talk to the Dunlop technicians and they'll rave about his ability to evaluate a tire in just a few laps, then move on and try another one. For both sides this is a good arrangement. Dunlop gets a rider truly on the four-stroke pace, while Polen benefits from the tire technology being developed in Grand Prix competition. For Brainerd he expects to have the latest GP tires at his disposal.

"I think my chances for doing well at Brainerd are pretty good," he says. "I have raced there before in 1987 and they haven't changed the track layout too dramatically since then. So I think that the bike being as good as it is, the team and myself will be in good shape for some great racing and some good finishes."

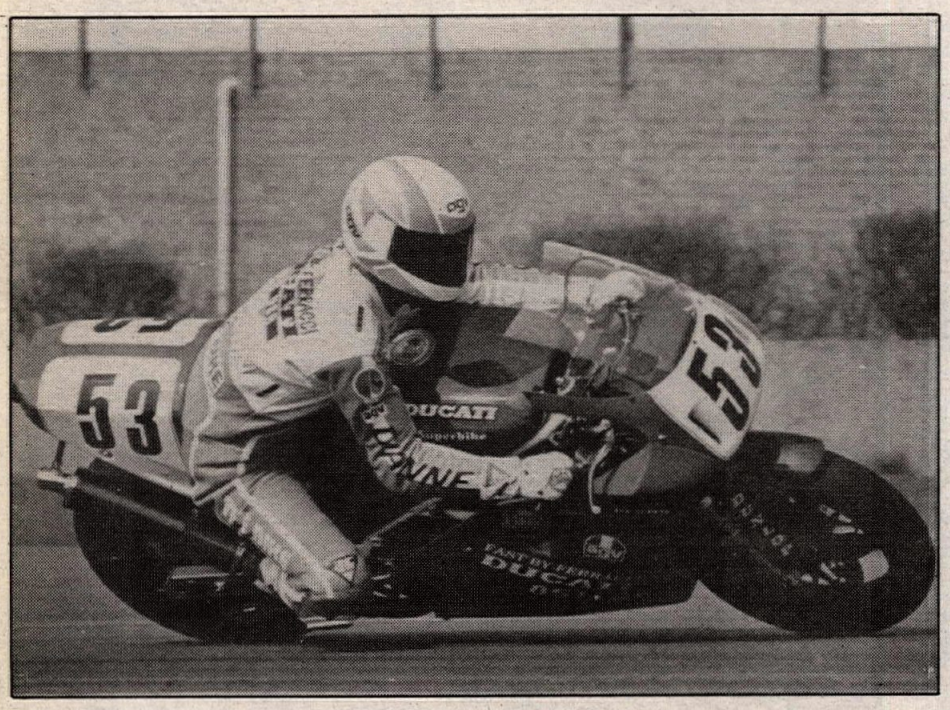
Of course, with all the top riders giving Mosport a miss for safety reasons, it will be well over a month since they have lined up against each other.

In that time there will have been plenty of effort put in to peg back Polen's advantage and the man most determined and in the best position to do it is undoubtedly Roche. The tough, aggressive little Frenchman gave it his all at Jarama but suffered the humiliation of the American riding away from him when he chose to.

Roche had his excuses, the front end of the Lucchinelli team bike just refused to behave and Raymond was sure he would have the new Ohlins forks sorted out by Brainerd.

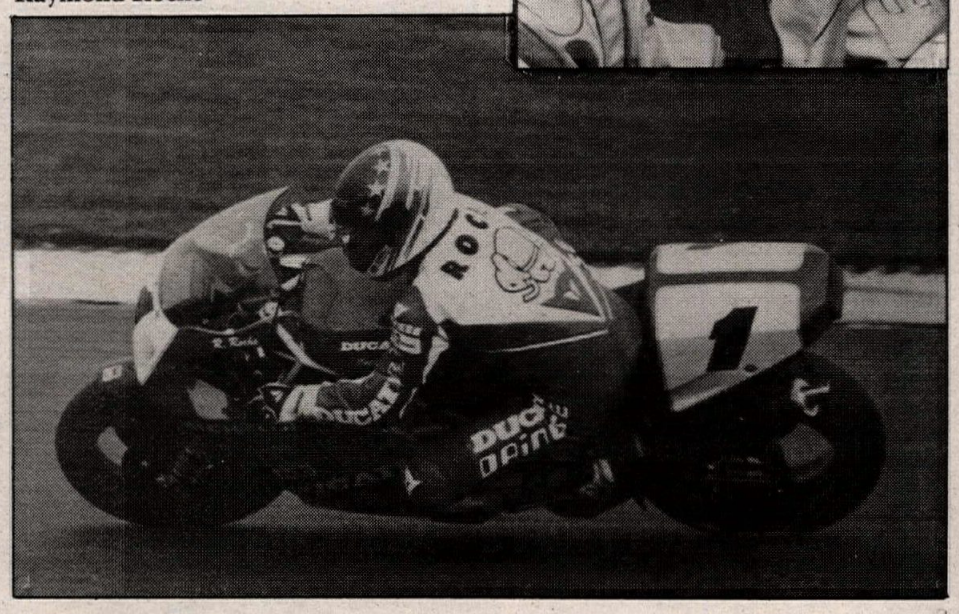
"I can win again," he swore in frustration in Spain. "Today I lost, but I know I can win. Now we have to do much work. We will go to test at Mugello, Paul Ricard, Misano. I want the bike perfect for America."

Roche has not had a good start to the year, breaking a bone in his hand while trying to out-qualify Polen at Donington and already he has dropped to 28 points off the pace. But his fighting talk is an indication of a resurgence after appearing rattled by the American's speed early on.

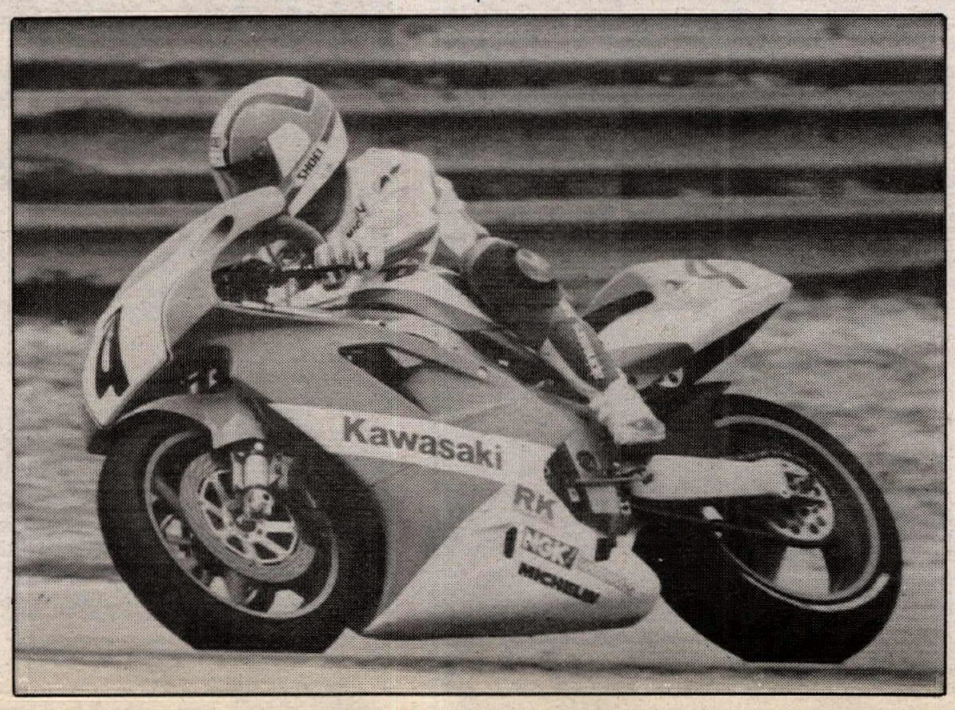


Doug Polen

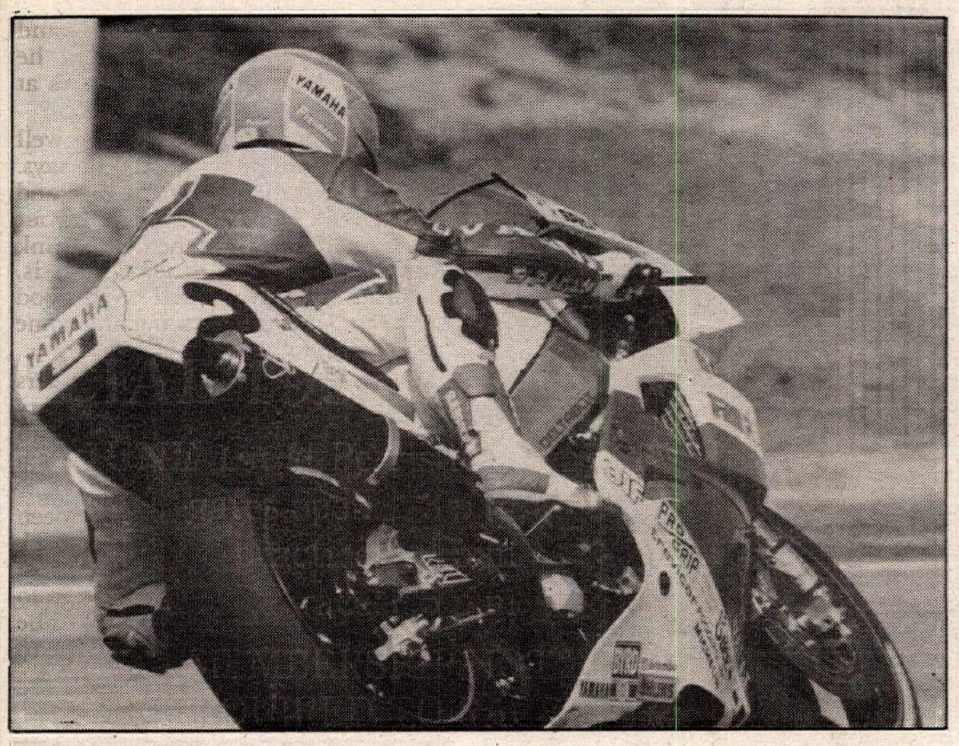
Tuner Eraldo Ferracci

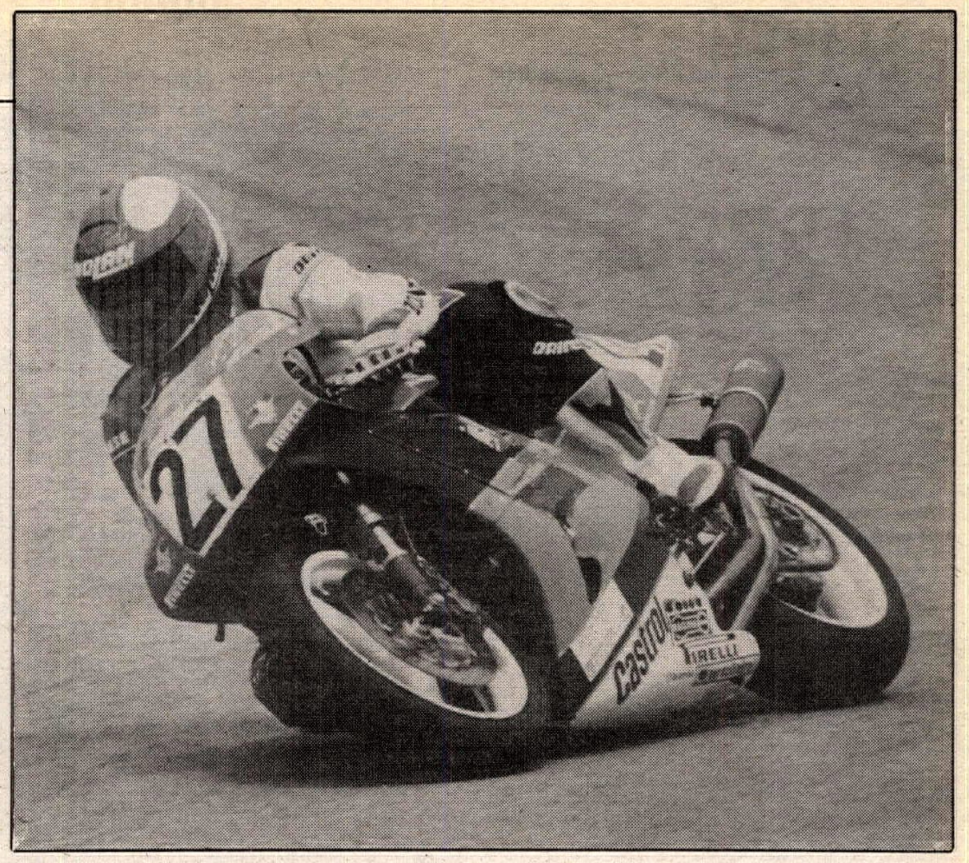


Raymond Roche



Rob Phillis





The Belgian Mertens, the only other rider to win a race this year, has come to grips with the Ducati and Pirelli tires astonishingly quickly and must be the only other rider to have a real chance — at least on paper — of giving Polen a hard time.

He crashed while leading the very first race of the year, won the second after Polen broke while close behind him, was knocked down in that big first corner tangle in the first race in Spain and then came fighting back for second in the second race, passing Roche on the last lap.

He is a substantial 23 points down on Polen in sixth position in the championship, and, like Roche, has already used up the two results each rider is allowed to drop with two DNFs. But also like Roche, Mertens is a fighter, it is probably his most positive attribute: "There are many races to go," he says, "I don't worry about the points gap at the moment."

Behind these three is a whole group of riders who could be able to wrest away the win given the right circumstances or a jump in performance from their motorcycles. The joker in the deck is Giancarlo Falappa, the Italian who so nearly ended his career when he crashed his Ducati in Austria last year. Falappa was far from full fitness in the first two rounds of the championship but he was improving all the time. He'll be in there amongst it at least for a while, it just depends how much his fitness has improved since Spain.

For riders of Japanese equipment there's still hope. After all, Roche came to Brainerd in 1990 the overwhelming favorite and didn't even make the rostrum. There's the Yamaha riders Fabrizio Pirovano and Terry Rymer, the former all consistency but sometimes lacking in speed, the latter as quick as anyone on his day but just unable to string together any sort of championship-building finishing record.

The veteran Australian Rob Phillis, riding the factory Kawasaki ZXR750R, has shown impressive form at both Donington and Jarama and is tied for equal second in the championship with Pirovano's GP Racing Yamaha. Phillis has led but not won as yet this year and an extra spark for him at Brainerd will be the presence of Scott Russell and the Muzzy Kawasaki team. There is a good deal of rivalry between the two operations, not only on the track but over who will carry the factory's flag into World Championship battle in the future. The Australian team performs that function at the moment, but there's not much doubt that the Americans would like to.

Fred Merkel would simply like to score some points, something the 1988-89 World Champion has simply been unable to do so far this year. Two mechanical DNFs and two crashes have kept him anchored on zero and he is certain to be desperate to break his luck during his annual racing trip home. If there is to be a surprise winner then the Californian could be the man. A lot depends on the Rumi/RCM Hondas though. They're undoubtedly the best of the V-fours out there, but that does not mean that much these days.

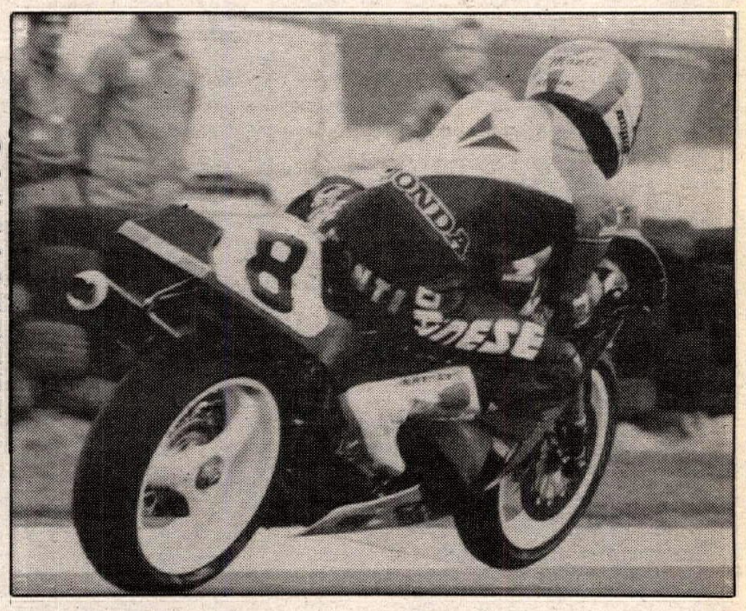
Teammate Baldassarre Monti has fared little better this year, although he at least has scraped together 10 points. The other Honda R&D-supported team, Silkolene Honda Britain, still has work to do to make its bikes competitive and triple F1 World Champion Carl Fogarty and ex-GP man Niall Mackenzie have struggled to get on the pace.

Bimota is expected to make the trip with the hub-center-steering Tesi ID, but don't expect too much. This has been a program which has been lurching from problem to problem so far. Handling woes, question marks over the aerodynamics, engine breakages, injury to regular pilot Vittorio Scatola, the recruitment and then release of Dominique Sarron. It's hard to see the small Italian factory making a quantum leap to the front, particularly as they will probably be trying out yet another rider.

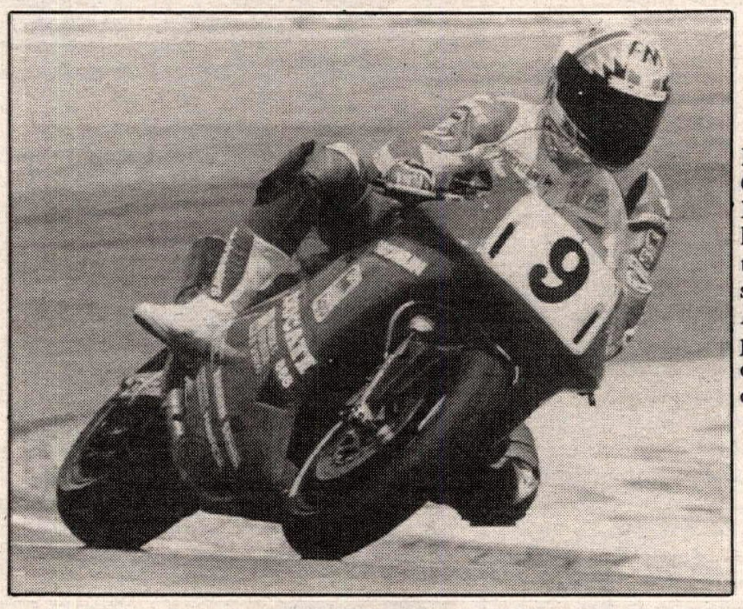
If there is an unpredictable factor in the meeting at Brainerd, it is the local North American riders. Is there a Doug Chandler amongst them ready to show everyone up? Using the imperfect guide of the TransAtlantic Match Races, Scott Russell and Miguel DuHamel (if he is fully recovered) post the most likely threat. Then again, Jamie James, Thomas Stevens and the Vance & Hines team seem certain to improve and would no doubt be motivated to do so. Richard Arnaiz is a fine rider, Tom Kipp is going better all the time and what of Freddie Spencer? Just having him ride would be a fillip for the meeting.

Not that there shouldn't be enough to get excited about anyway, particularly if you're American, even more so if you're a Ducati freak.

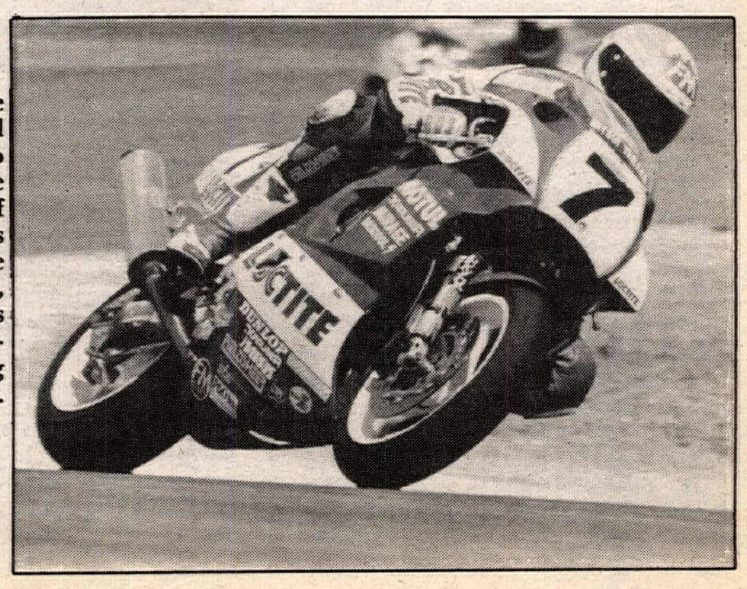
Hell, if you're a Texan Ducati freak this could be the best day of your life. CN



(Above left) Yamaha's top entry in last year's series was Italian Fabrizio Pirovano. (Above) Two-time World Champion Fred Merkel and Baldassarre Monti (right) will lead Honda's charge.



Ducati's Giancarlo Falappa is hoping to return to form after serious injuries in Austria prematurely ended his 1990 campaign.



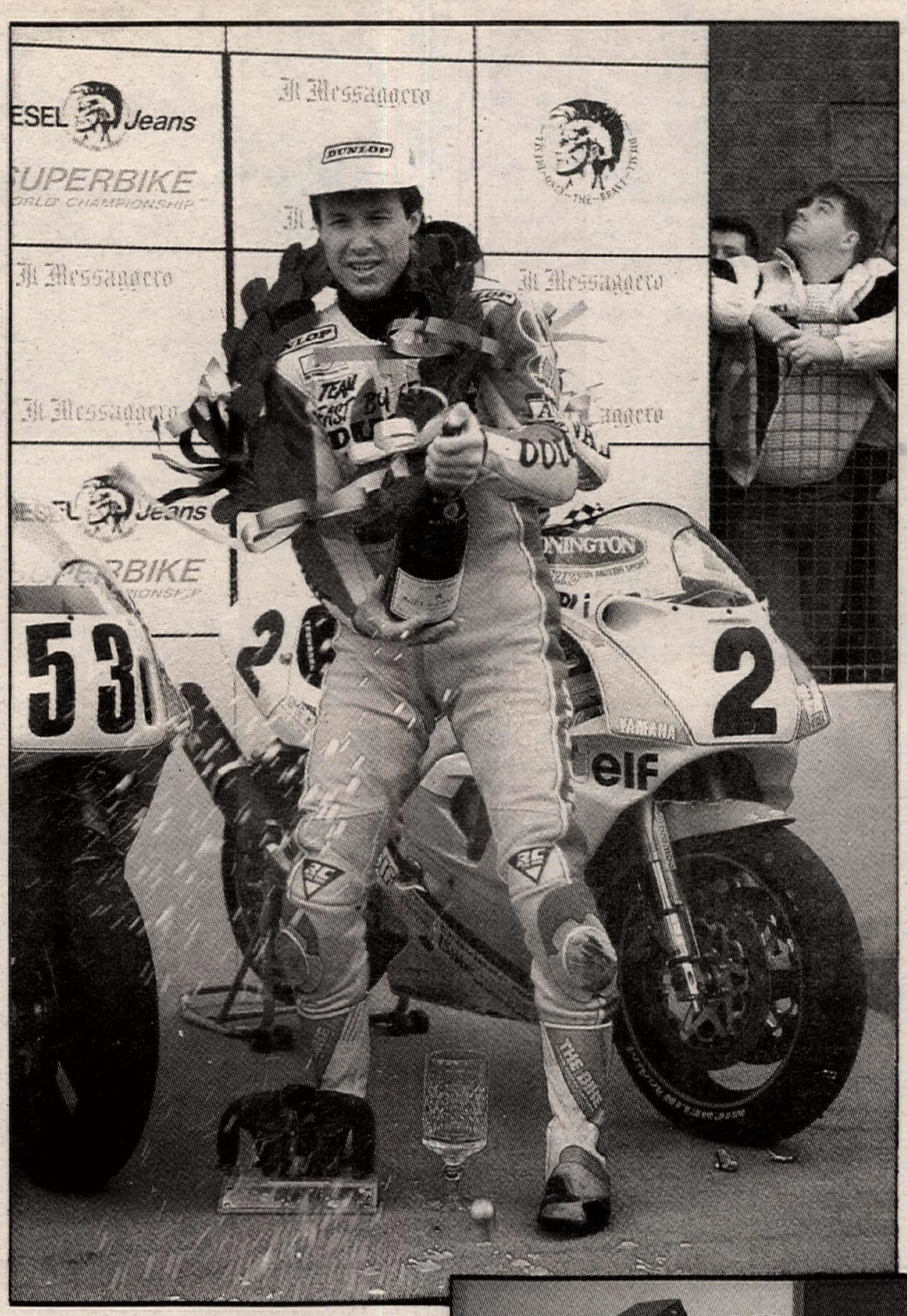
England's hope for a World Championship rest on the shoulders of Loctite Yamaha's Terry Rymer. The Brit is quick, but lacks championship-winning consistency.

Forza Ducati

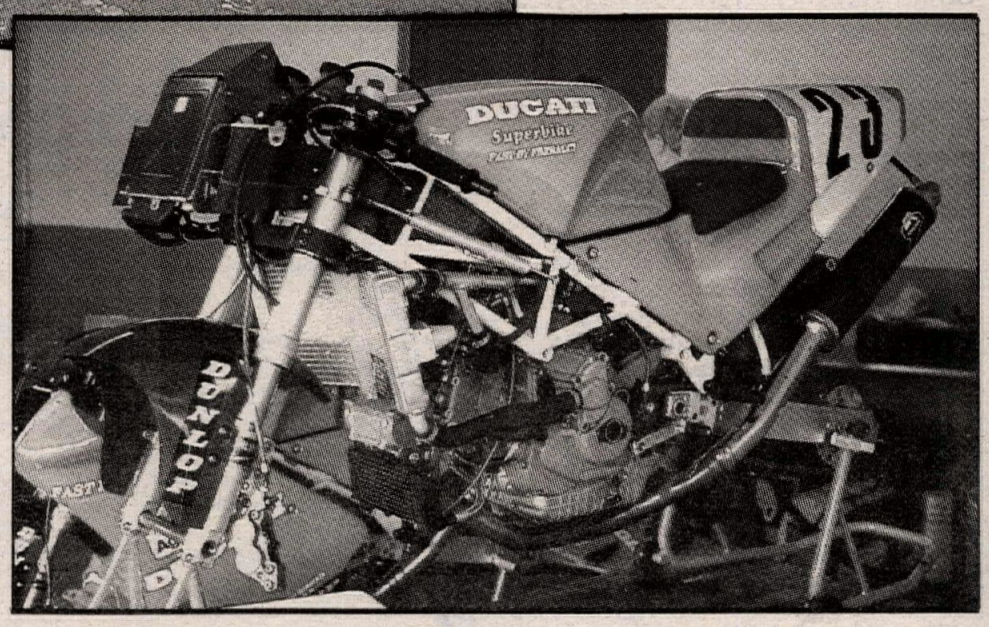
By Alan Cathcart
Photos by Phil Masters

After the first two rounds of the 1991 World Superbike Championship Series at Donington and Jarama, it may be too early to talk about foregone conclusions for the rest of the series — but not by much. With all four races convincingly won by factory-backed Ducati riders — three of them by series rookie Doug Polen, who might have had a clean sweep but for a blown engine in the second British event — and Ducatis taking all three places on the rostrum in the second race in Spain, about the best hope the opposition have is that Polen, Roche and Mertens will be so worried about beating each other, they might knock each other off and hand victory to the four-cylinder Japanese-mounted opposition. There were times in the second Jarama leg when that looked a distinct possibility, but with Polen scoring a decisive moral victory over the French reigning World Champion by coming from behind to pass him with almost insolent ease, the chance may have evaporated. Roche has yet to beat the Texan in six successive races (including Mexico last December) where each has been mounted on similar machinery, and Polen's deceptively casual way of crushing the opposition seemingly at will makes him an odds-on chance to take the title at this early stage. Only the fast but inconsistent Stephane Mertens seems to have the speed, and self-confidence, to run with the American at the moment.

It is a very long time indeed since a European marque achieved such dominance over the best that the Japanese factories could produce — almost 20 years, and the MV Agusta era, to be exact — and not surprisingly, it hasn't gone down well in the SBK paddock. Chief bone of contention is the undoubted advantage the Superbike rules offer a twin-cylinder machine like the Ducati, which not only has a potential capacity advantage of 1000cc compared to the maximum 750cc allowed the fours (and threes, if there were any: Triumph??), but also a significantly lower weight limit of 308 lb., against 363 lb. for the multis. Last year, this handicap wasn't so evident because the Ducati factory hadn't really paid close attention to weight-saving, preferring to concentrate on maximizing engine development. But they won the title anyway, and now with no less than 30 lb. pared off last year's champion machine, the benefit is obvious and has thrown the disparity in weight regulations into sharp relief. "We can live with the capacity differential for twins, but not the 55 lb. weight handicap as well," says Kawasaki Australia team manager Peter Doyle. "It's got to be either one or the other, not both, especially as Ducati haven't even taken full advantage of either rule break just yet, but look how dominant they are already with an 888cc bike weighing 314 lb. I have nothing against Ducati, because they took advantage of the rules as they stood, and reaped the benefit, but what's to stop Honda for example, bringing out a full 1000cc fuel-injected twin that scales right on the weight limit, and blitzing Ducati? The rules are supposed to equalize twins and fours, not tip the scale one way or the other."



At least early in the season, the team of Doug Polen and Ducati seem to be virtually unstoppable in World Superbike racing.



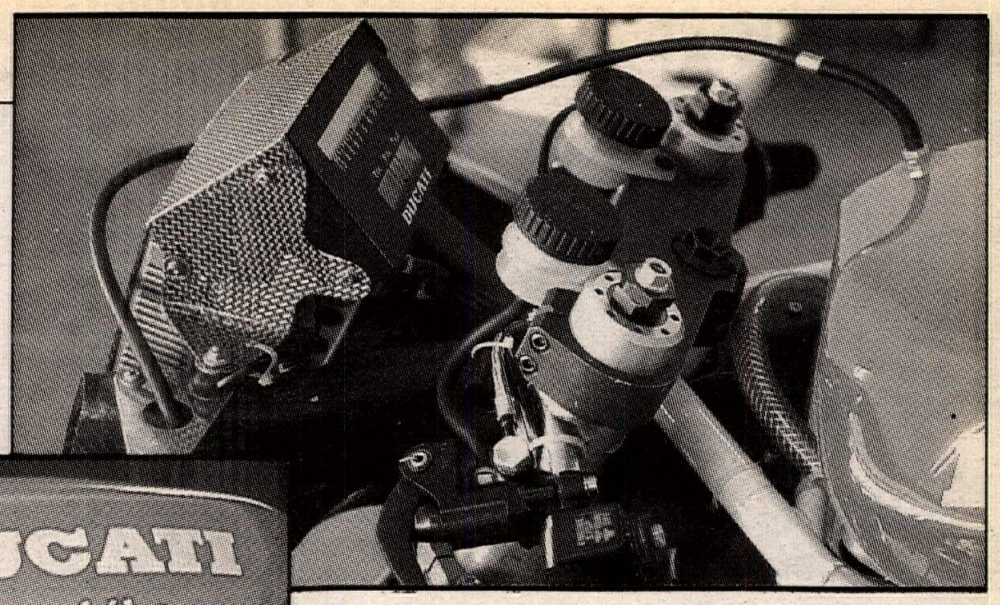
Beppe Russo, tuner to 1990 series runner-up, Yamaha-mounted Fabrizio Pirovano, strongly agrees. "The reason why SBK has been so popular is because of the close racing between many different brands of machines," he says. "Once you lose that, you lose the appeal of the class to the general public and to sponsors, who just aren't interested in a 'monomarca' category. The frustrating thing is that there's absolutely nothing we can do to put our bikes on an equal footing with the Ducatis, when we have to add ballast in the form of an alternator that isn't even connected up just to beat the 363 lb. weight limit, and we are nearing the limits of development on a four-cylinder street bike engine that has to be built in much greater numbers, because it's Japanese, than an Italian twin. I'm Italian, I like to see Italian bikes winning, but not when theirs is a hollow victory because the rules are tipped in their favor!" Jean D'Hollander, widely regarded as the guru among Honda RC30 tuners outside the factory and the man behind Stephane Mertens' rise to stardom on the Japanese bikes — this year he's tuning for the suddenly competitive Dani Amatriaian — sums it all up well. "Ducati read the rule book right at the beginning and spent a lot of time and money developing a winning bike, so they deserve to have their year of glory," he says. "But that doesn't mean it can go on forever, till someone else develops another twin to take advantage of rules that, while formulated in good faith, need to be changed in the light of reality after five years of evolution. Superbike is a wonderful class which, til now, has provided the public with the closest racing imaginable, and each of the five marques involved, a taste of success. But unless they change the rules to reduce or even eliminate the twins' weight advantage, I don't see a future for Superbike racing beyond this season."

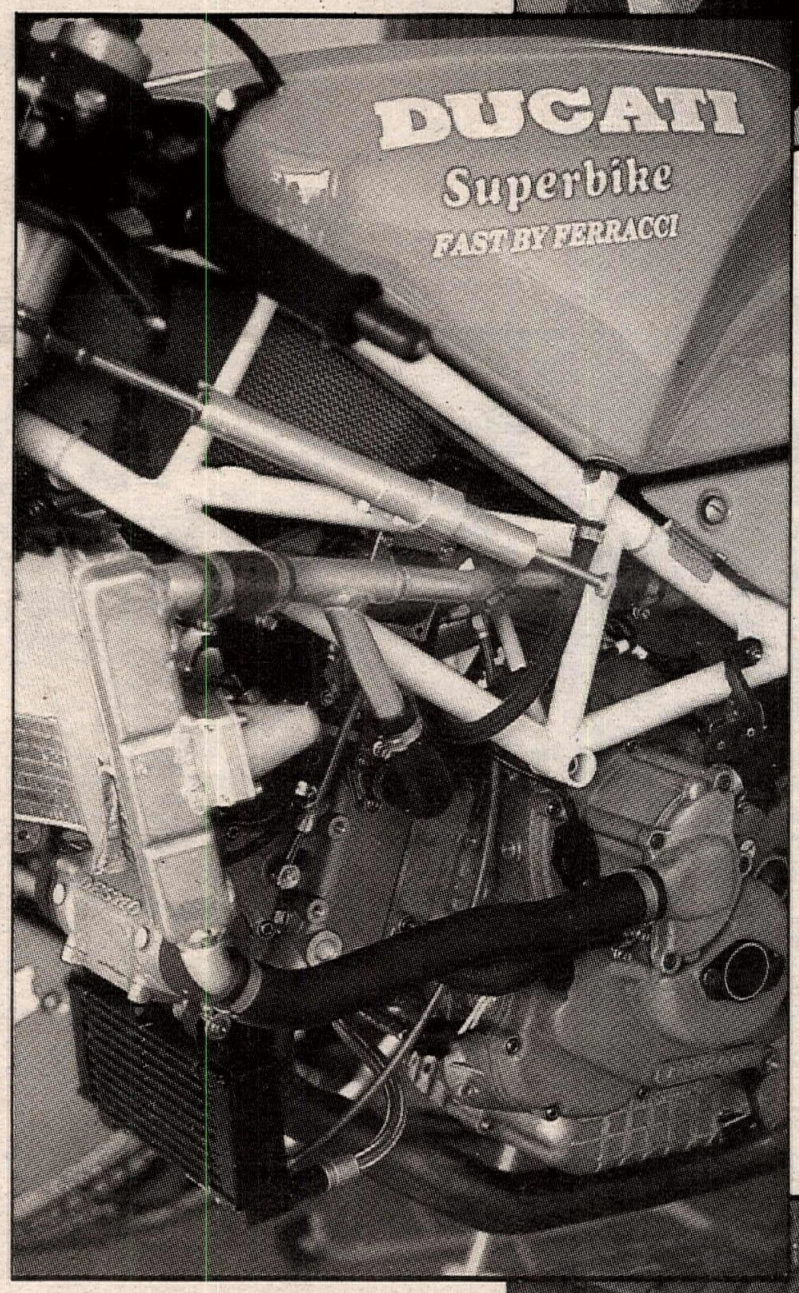
Strong pressure indeed from the representatives of the Japanese factories for a change in the Superbike rules at world level — ironically at a time when their counterparts in the 500cc GP class are trying to resist the FIM's move to revamp the rules in favor of a twin-cylinder class, by retaining the four-cylinder status quo. At the point that SBK supremo Francis Batta agrees the dice are too heavily loaded in favor of the twins — for which, at this stage, read the Ducatis — for the continued good health of the Superbike series, there seems a good bet that the rumblings of discord which have been growing in intensity since the season began at Easter will result in a concrete proposal to the FIM for a rule change, though the earliest which that could take effect in any case would be 1993. And don't expect Ducati to give up their advantage without a bitter struggle at the political and public relations levels which the Castiglioni brothers are past masters in manipulating. The opening salvoes in their defense were being fired at Jarama: "It is completely unacceptable for the Japanese teams to complain about the rules now, just because we're beating them fair and square on the track," says Ducati chief engineer Massimo Bordi, father of the all-conquering 8-valve desmo. "They had their chance to opt for the twin-cylinder route five years ago when the rules were announced, and if they'd chosen to follow it, I'm sure they wouldn't be asking for a rule change now! As it is, I have 500 broken engines in my development logbook to show how hard we have had to work to produce a twin which is capable of beating the fours, so it certainly didn't happen overnight or at little cost in human or financial terms. We were perfectly capable of designing our own four-cylinder engine — in fact, we have since done so in conjunction with Ferrari and the results will debut under the Cagiva name later this year — but we looked at the regulations and decided to build a twin. So now just because we did that, and the others didn't, but ours proved to be the wisest decision, should we now be penalized for our achievement, especially after the investment we've made in our V-twin development?" A listening Gianfranco Castiglioni chips in: "Cagiva has spent over 100 billion lire ($50

million) — in 10 years competing in 500cc GP racing without any notable success until this season, yet we didn't ask for the rules to be changed to favor us. Tell the Japannese not to start complaining because we're beating them in Superbike racing!"

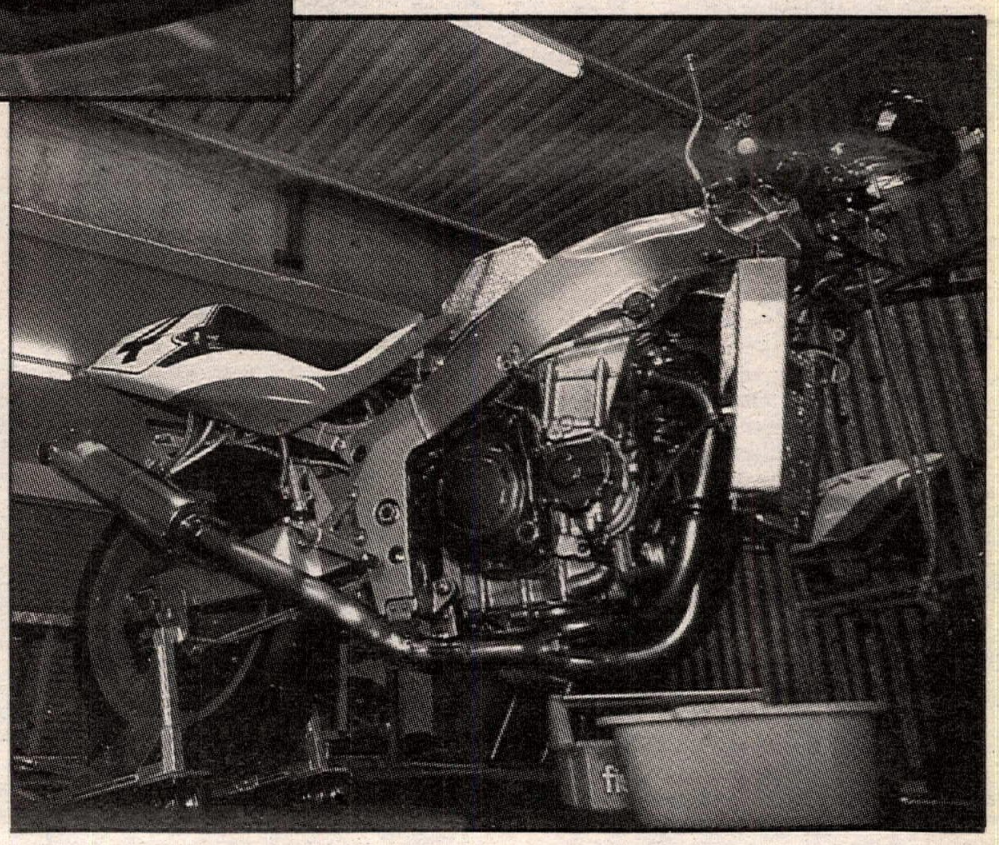
It's a hard argument to rebut, yet it seems certain there must be some compromise if the long-term future of the World Superbike class is to be upheld — a future which apart from the disparity in the technical regulations seems ever more rosy, with riders of the caliber of Doug Polen, Niall Mackenzie and now Dominique Sarron and soon Kevin Magee joining in. In its infancy, SBK could be readily dismissed as a credible rival to two-stroke GP racing, but now even the most dedicated and blinkered IRTA 'Eccolyte' must be aware of the threat posed by the 'Diesels' (what an inspired choice of sponsor . . .), however hard they may try to shrug off such sentiments in public. Amazingly, few of them appear to have bothered to visit a Superbike race to see what they're really up against, especially in the post-1992 era when tobacco sponsors on which the major IRTA teams are totally dependent are likely to have their activities severely cramped, a factor which does not affect SBK at all. However, one such visitor could indeed be spotted in the Jarama SBK paddock, none other than the canny Manolo Burillo, Sito Pons' manager, who certainly wasn't there just for a day out at the races. Maybe a Campsa Honda SBK team with one of the many promising young Spanish four-stroke riders, after Sito retires from GP racing in the near future? Is this the first chink in the IRTA armor . . . ?

But if SBK is to become the viable threat to two-stroke GP racing that it would evidently like to be, the apparent imbalance in favor of the twins will have to be redressed one way or the other, perhaps by adopting a two-wheeled version of the NASCAR or German Touringmeister Series rules, whereby a winning car or marque has to carry a sliding weight penalty for the next few races, just to even everything up. The result is extremely close and exciting racing, supported by the public, sponsors and major manufacturers, to the apparent satisfaction of each; maybe this is what SBK needs to assure its promising future, especially with Suzuki posed to re-enter the fray with their forthcoming new water-cooled engine next season, the long-awaited fuel-injected, 8-valve VR1000 Harley-Davidson V-twin also finally expected to appear, and the new four-cylinder Cagiva-Ferrari certain to find its way onto the race tracks, though probably not with direct factory support. Add in the Tesi-chassised design powered by a full one-litre fuel-injected version of the Yamaha TDM850 engine which Bimota has on the drawing boards, the new water-cooled Moto Guzzi Superbike with lengthways V-twin engine and chain final drive that Alejandro de Tomaso is reportedly stumping up the finances to develop, the 60-degree 1000cc V-twin Gilera that is most definitely under development and expected to debut in 1992 in time for the '93 season, and the now-delayed water-cooled sohc born again BMW Boxer, not now due to appear before 1993, and the basis for limitless evolution of the Superbike class into a true confrontation between all the world's major manufacturers, using bikes based on those the general public can buy for the street, becomes obvious. Who knows, Triumph might even join in as well, after all! But from the number of twins under development, it's obvious that the equalization of the two different types of engine contesting the category both now and in the foreseeable future is the crucial factor in Superbike's ability to realize its huge potential. Ducati's current run of victory on the track (whence is derived its undoubted commercial success in the showrooms) may yet rebound against it, however unfair that may seem. But then, who says racing was ever fair, anyway?!





(Above) The computer that controls the Ducati's Weber/Marelli EFI management system has been moved to the nose of the bike for 1991. (Left) The heart of the Ducati - its 90-degree V-twin, water-cooled desmo engine. (Below) Kawasaki's entry in the superbike wars is the ZXR750R. So far it has been the biggest challenge to Ducati in the hands of Australian Rob Phillis.



DUCATI: At the Top

Ducati's dominance of world-class Superbike racing is the culmination of five years of intensive development on the four-camshaft, 8-valve, 90-degree, V-twin water-cooled desmo engine, says chief designer Massimo Bordi — but ironically, it was their work on the chassis at the end of their 1990 Championship season which he claims to be the key to the Italian bike's current blitzkrieg success in the class.

"We were happy with our engine development, but realized we could get a lot more performance out of the bike by paying more attention to the weight," says Bordi. "Our bike was very heavy at the start of last season — 345 lb. with oil and water — but for the last race in Europe, at Monza in October, we produced an 'evoluzione' version which weighed 323 lb. — already a satisfactory saving. But now for this season our two factory riders, Roche and Falappa, as well as the two leading customers, Polen and Mertens, with whom we have a contract to supply works machines which may not necessarily though have the same specification as Roche's bike, all have machines weighing 314 lb. Even our customer Corsa racer weighs only 336 lb. and gives 128 bhp at the rear wheel, against 133 bhp at 11,500 rpm for our factory engines."

Bordi's men achieved this dramatic slimming program by putting the 8-valve desmo on a strict diet of carbon fiber, and completely revamping component layout, while retaining the same basic tubular steel chassis which has become a trademark of the Ducati marque. So for example, the computer controlling the Weber/Marelli EFI management system was moved to the nose of the bike, faced with carbon fiber rather than steel, and mounted on a bracket which also serves as an air duct to the injection stacks, a locator for the front nose cone, and the mount for the electronic instrument unit — itself housed in a carbon fiber body and giving a horizontal rpm readout (which unlike Bimota's comparable tacho is actually legible at speed!) as well as oil temp and pressure, and water temp. That whole exercise, including using carbon fiber brackets to mount the radiator and fairing, saved no less than 8 lb., according to Bordi — and that's before taking into account other goodies like the titanium exhausts and carbon fiber silencers, the CF rear brake torque arm, steel rear disc downsized from 216 mm to 190 mm with a smaller caliper, CF fuel tank, and suchlike. The two works bikes also benefitted from an extra 1.1 lb. savings by employing a carbon/steel front brake cocktail, though since Brembo have only been able to supply one set of calipers for the carbon discs so far, these are mounted on different sides to Roche and Falappa's number one bikes, without affecting the handling adversely (see Honda chapter!).

A host of other details, even including shorter cables, have helped the weight-saving program, but an important side-benefit in moving everything around has also been to improve the weight distribution to 51/49% frontwards bias, rather than the rearwards

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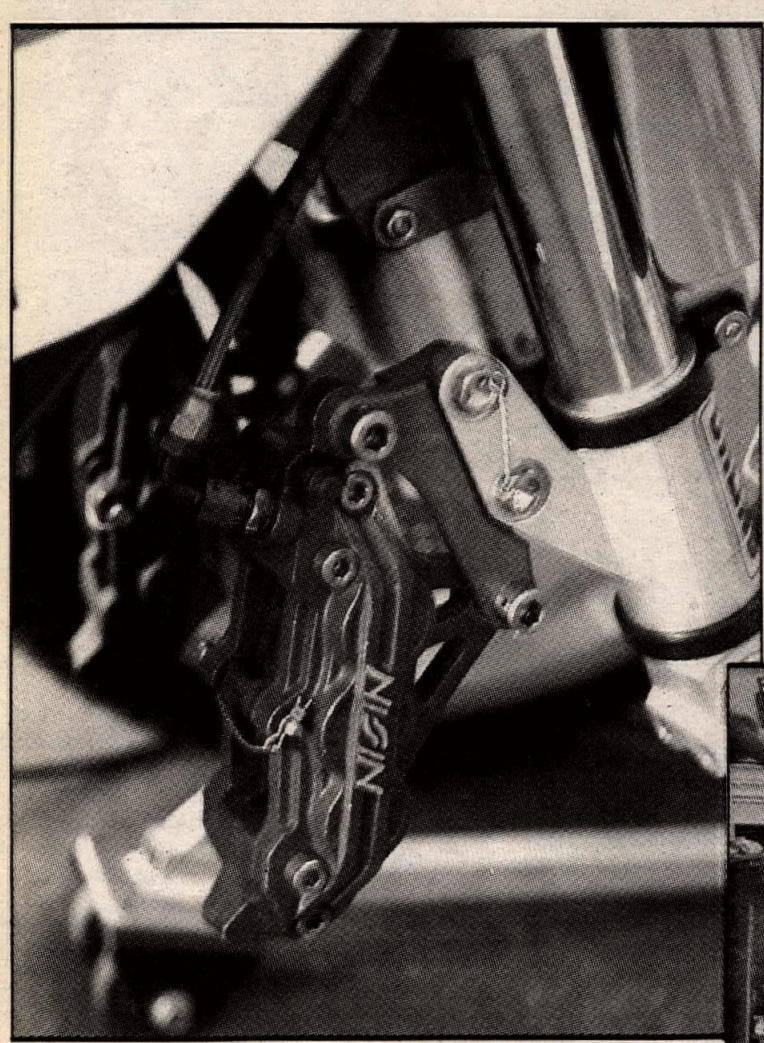


(Left) The Kawasaki uses Nissin six-piston calipers and Ohlins suspension front and rear. Last year the team used Kayaba forks, but excellent service support at the races by Ohlins caused the change.

bias the riders had to live with before, which gave the Ducati its less than ideal handling in certain circumstances.

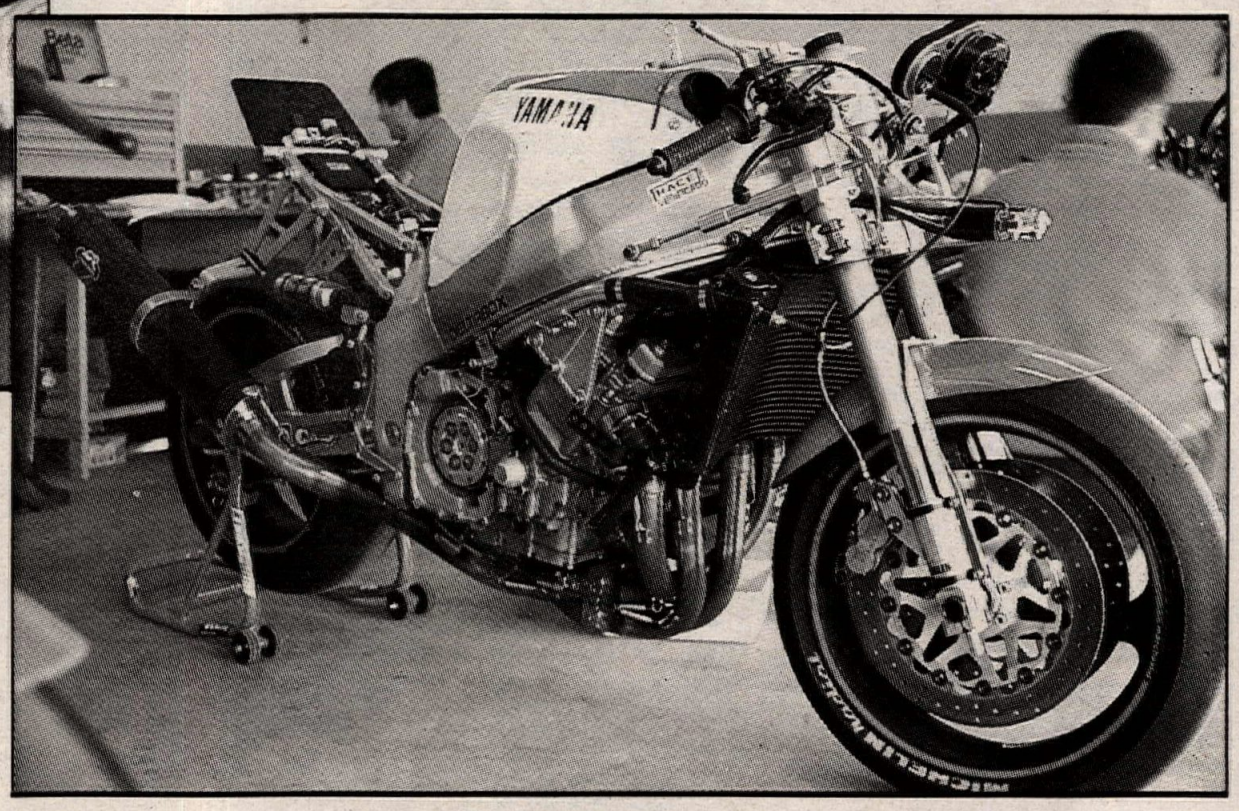
In addition to working on reducing weight, Bordi has also developed new bodywork in the Pininfarina wind tunnel, since homologated on the 851SP sport production roadsters: another 'unfair' advantage Ducati has as a small-volume producer is that such a fundamental change can be more quickly introduced and legitimized for SBK racing, since they need only build 200 machines to the new format in order to homologate it, against the 1000 of a Japanese maker. The '91 desmo therefore has a 5% improvement in wind penetration, as measured in Cx, thanks to a new front mud guard shape, a rear mud guard that runs under the swingarm to reduce turbulence, a straighter, higher run to the exhausts which tucks the silencers closer to the seat unit, and a closed-in front fairing section which only allows air to flow through the radiator, not around it. The increased aerodynamic efficiency these changes offer not only improve the Ducati's straight-line speed, but also make it more stable at speed.

Apart from new-type Ohlins forks — but no sign yet in Superbike racing of the Swedish company's semi-active rear suspension system presently being developed with Team Roberts in 500 GPs — the rest of the Italian bikes' chassis spec is unchanged from last year, though one interesting but crucial factor has tended to go unobserved as the season got underway. Ducati is the only factory to have at least one of its works riders on each of the three major brands of tires — Michelin (Roche and Falappa, Dunlop (Polen) and Pirelli (Mertens, plus Tardozzi when he joins in after doubtless winning the European title by mid-year, a graceless piece of cherry-picking that has earnt Ducati few brownie points among the impecunious privateers making up the Euro-series grids). This each-way bet may be accidental, or deliberate, but what it has done is to ensure that at least one Ducati rider is on the right rubber. Smart move! So far, Polen's Dunlops appear to be the hot tip, just as in the 500cc GPs, but Pirelli is right up there, while Michelin runners are struggling with basically just one set of usable production compounds, and a soft 'special' rear (SC1860) which won't last the distance, even though the Michelin men keep throwing it at people like Phillis and Pirovano, who now know better. Dunlop have made huge strides in durability in the past year or less, and are deservedly reaping the rewards, especially with Polen at the throttle end. Metzeler services some of the privateers at the end of the field looking for a good deal, but doesn't really have the product, while persistent rumors indicate that Bridgestone is testing new Superbike rears in Japan at present — they don't have one right now — and are set to join in next season. That'll raise the ante . . .

While concentrating on the weight and aerodynamics, Bordi has not forgotten the Ducati's engine, though winter development was aimed at improving reliability rather than upping power. So for example a new grade of aluminum sourced from Alcan in Canada is now used in engine castings, which he claims has completely solved the vexed problem of cracked crankcases suffered last year by not only privateers, but also the works team (Roche at Hockenheim). Crankcase life is vastly increased, and likewise pistons after a switch to British-made Omgas, which were not to blame for the two race blow-ups suffered at Donington by Polen and Roche. Instead, these were down to a lack of oil to the gudgeon pin, a problem suffered by privateers last season and resolved by Carillo rods with an oilway drilled up the shaft to the little end. Rather late in the day, the factory are now fitting rods from their Austrian suppliers Pankl to this specification, which resolved the problem. Bordi admits to testing titanium rods in search of reduced reciprocating weight, but says that the replacement cost is too high for them to be fitted to all engines. Only to the trick ones, eh Massimo?

Talking of which, the SBK paddock is convinced that Roche has a special qualifying engine at his disposal, which is only fitted for the Saturday timed qualifying, and is replaced for Sunday's racing by another, presumably longer-lived unit. This trick motor certainly takes three strong men about a 50-yard run to coax into life, and sounds quite unlike any of the other Ducati motors in pit lane. Though Bordi disclaims the use of qualifying motors, and also says the rev limiter is set at 11,500 rpm on the '91 motors, riders have let slip the fact that they're now running the 888cc engine to over 12,000 where necessary — the 95.6 mm bore, 920cc 'jumbo' motor experimented last year has been set aside in favor of the smaller unit, says Bordi. Compression has also definitely been raised, to around 13:1, while 36 mm inlets/31 mm exhaust valve sizes are employed (34/30 on the 'stock' 8-valve), though Bordi says he thinks 35/30 may be a better compromise. Cam profiles are unchanged from last season, but a new crossover exhaust system dispensing with the usual 'star' (and unquestionably based on the Bimota design for the same engine!) has yielded an extra 3 bhp and 500 rpm at the top end, as well as improving midrange performance, says Bordi, who also admits to having done considerable work on reducing internal friction inside the motor, in order to improve engine acceleration — Roche's trick motor sounds especialy free-revving when being warmed up.

As Kawasaki's Doyle has remarked, Ducati have achieved their current supremacy without taking full advantage of the rules — though they are now at last respectably close to the twin-cylinder weight limit, which a rider of Roche's small build further improves on — his bike noticeably jumped away from Polen's out of the slower turns at Jarama. Bordi knows this: "We're still using 94x64 mm and an 888cc configuration," he says, "but the next step will be a full 1000cc engine based on the 502cc 4-valve single we have under development, which has a 70 mm stroke. We'll fit it to the new chassis which Massimo Tamburini has designed for us, which has a better weight distribution and altered rear suspension." It also has a single-sided rear swingarm, a fact which will no doubt give the ELF/Honda patent lawyers some potentially abortive work, with a Full Floater-type linkage and interestingly enough, the swingarm pivoting outside the crankcases, rather than within them as at present. Whether the new one-liter 8-valve desmo employing this frame debuts at the Milan Show in November, in time to be homologated for the 1992 SBK season, will doubtless depend on how close the opposition gets to the all-conquering Italian bikes this season. As things stand at present, Ducati won't need to bother with the new bike just yet.



(Right) Yamaha's effort in the series is still spearheaded by the OW01. The 1991 model features a new radiator.

KAWASAKI: High Hopes

Most consistent challenger to the Ducatis so far this season has been Rob Phillis on the singleton works ZXR750R Kawasaki, and indeed the gritty Aussie led the World Championship points table briefly after the first leg at Jarama, before being punted off at the first turn in the second race, thus registering his first DNF of the season through no fault of his or his new-model motorcycle, which has otherwise mightily impressed so far this year.

Kawasaki opted to design a completely new short-stroke engine to go Superbike racing with this season, and at 71x47.3 mm, the R-type engine has a considerable appetite for revs which results in the best-sounding four-cylinder bike in the field, and makes quite a contrast with the lusty boom of the Ducatis. Though it pulls fairly well from 8000 rpm upwards, Phillis says he needs to keep the engine in the five-figure band to get competitive power, and redlines it at 14,200 rpm, with peak power of 141 bhp at the gearbox delivered at 14,000 rpm on the Kawasaki Australia dyno. That's the

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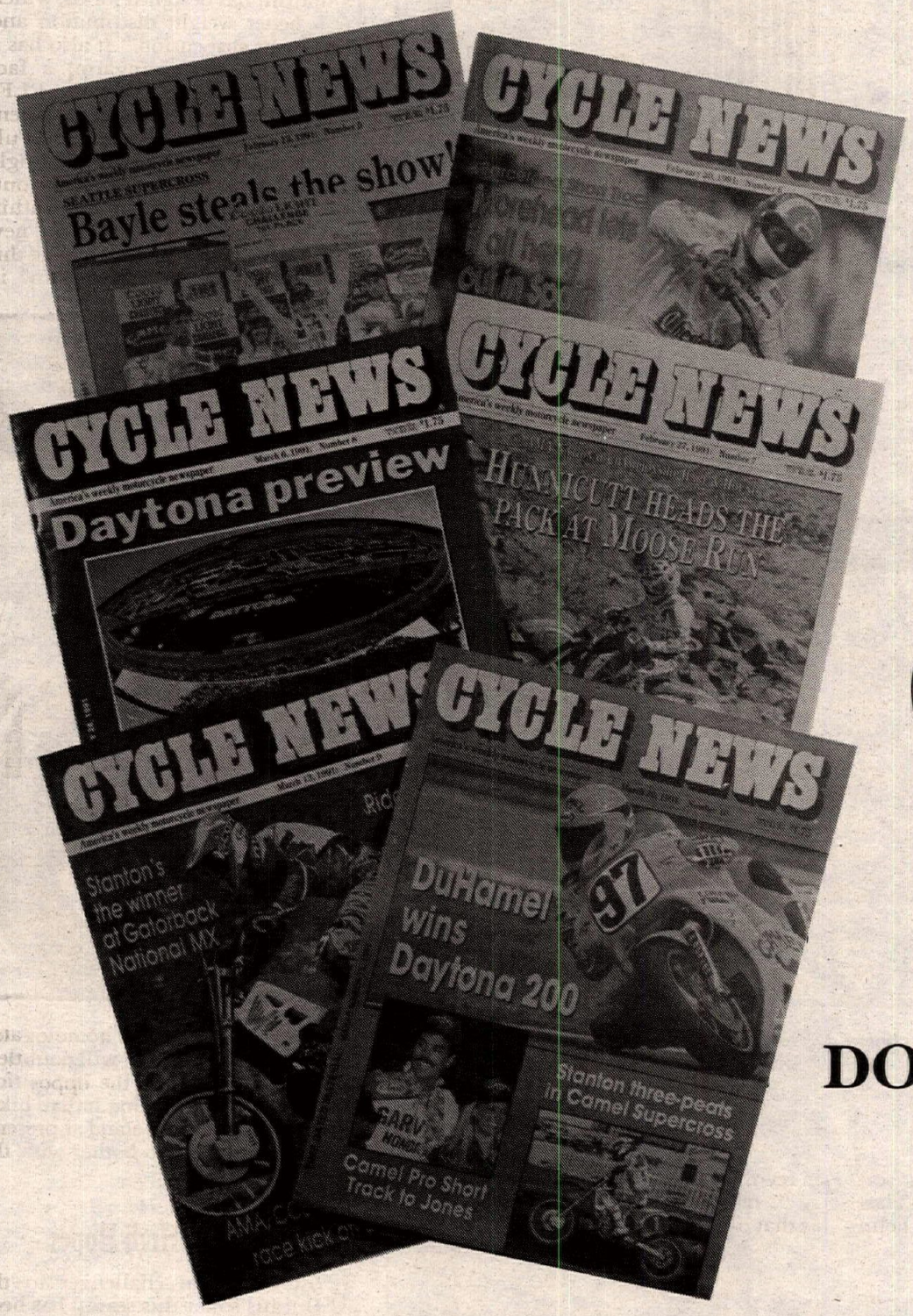

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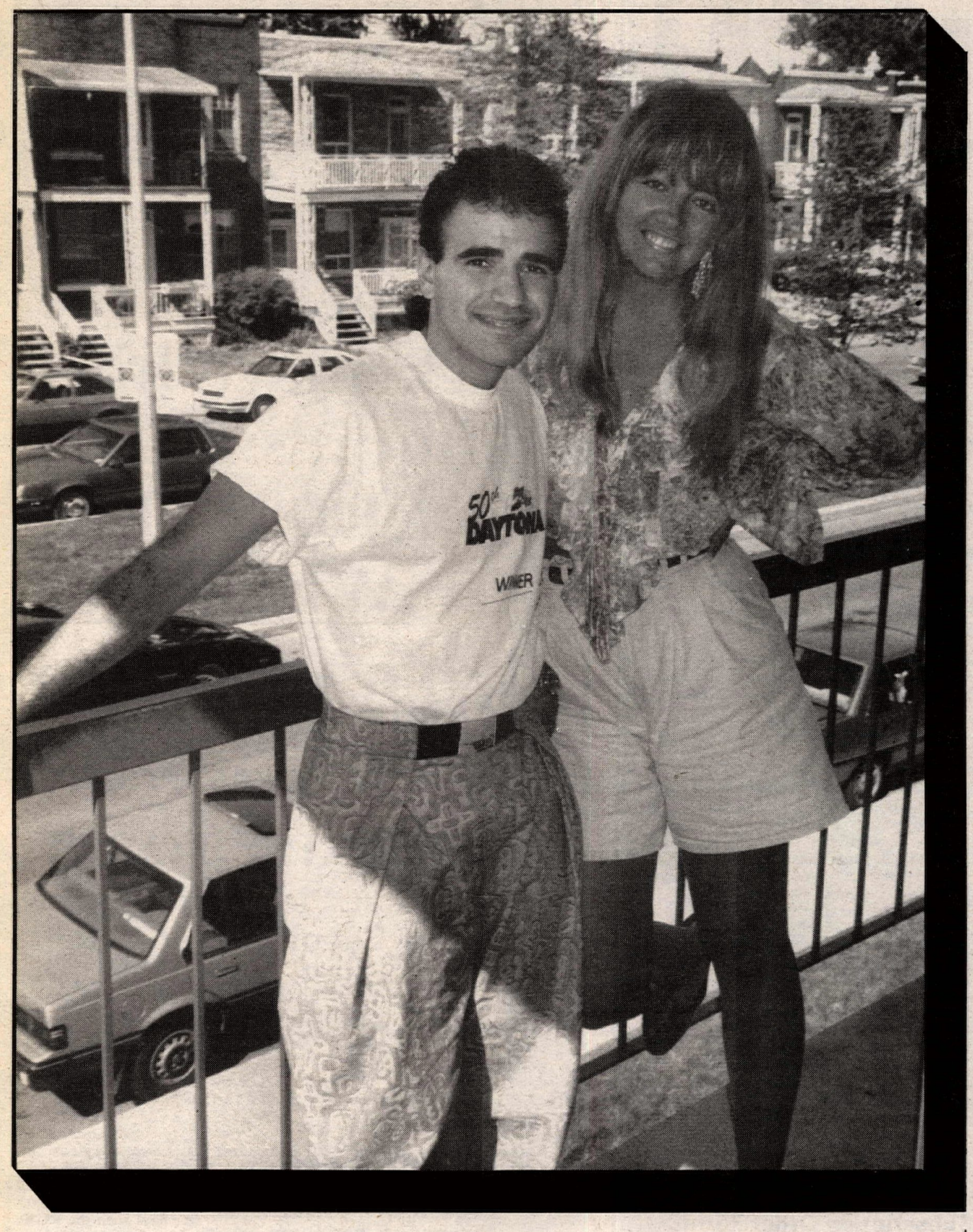
INTERVIEW Daytona 200 winner Miguel DuHamel



Miguel DuHamel and his fiancee Sylvie at home in Verdun, near Montreal.

Already ready for the top

By Colin Fraser
Photos by Fraser and Ken Faught

Without a doubt, Miguel DuHamel's surprise win in the 50th running of the Daytona 200 is the stuff of legends. The story of the underrated, somewhat mysterious rider from a foreign land, speaking a language other than English, replacing an injured colleague and going all the way for the big win definitely strikes a nerve. Unfortunately, from an insider's perspective, that description doesn't fit DuHamel's story.

Although he hasn't contested a full AMA season before, and isn't scheduled to do so this year, many insiders think that Miguel DuHamel is only just starting to realize his true potential. By the end of his rookie season of professional racing in 1988, DuHamel already had people in companies such as HRC convinced he was a star ready to shine.

However, DuHamel is more concerned with the fact that observers sometimes think he is difficult to get to know, even though most of those people have never tried. To prove the point, DuHamel and his fiancee Sylvie took time out from Canada's traditional summer-opening long weekend to entertain a visiting journalist for this article.

It's a warm Saturday morning during the Victoria Day (Queen Victoria's birthday) weekend in late May, and DuHamel is in fine spirits, even though his neck still requires twice-daily physiotherapy. While Miguel did get the weekend off from the trips to the doctor, he still wasn't allowed to play golf. This enforced punishment was a result of the huge highside he suffered at Mallory Park during round three of the six-race TransAtlantic Match Races, ending his efforts to beat Scott Russell as the top North American point scorer in a dismal weekend.

For the past three years, Sylvie and the now 23-year-old DuHamel have lived in the traditional Montreal working class municipality of Verdun, just seconds from the Saint Lawrence River, Canada's major shipping route. Their second floor duplex apartment is part of a row of houses typical of many an old-time Montreal neighborhood, and a lot of the residents know and greet the local road racing hero.

Inside the seven room apartment, decoration obviously shows either the influence of Sylvie (sleek and modern) or Miguel (trophies, posters and racing nicknacks), although the office that Sylvie uses to organize Miguel's efforts does offer something of a compromise. Once a quick demonstration of Miguel's powerful CD player has been weathered, featuring the works of hard-core rapper Iced T as well as the Righteous Brothers, DuHamel sits down over lemonade in the kitchen to discuss his famous father, Yvon.

"I think sometimes, with my dad's reputation of winning races and the way he rode, people expect that of me," he said. "People tell me about seeing my dad ride, how hard he went, and it makes me happy. I don't think I'm a hard charger like him, but other people tell me I am. I definitely don't think I'm as big a crasher as some of the magazines have suggested."

Although longtime AMA frontrunner Yvon DuHamel is a constant influence on his youngest son's career, Miguel isn't exactly a student of the old man.

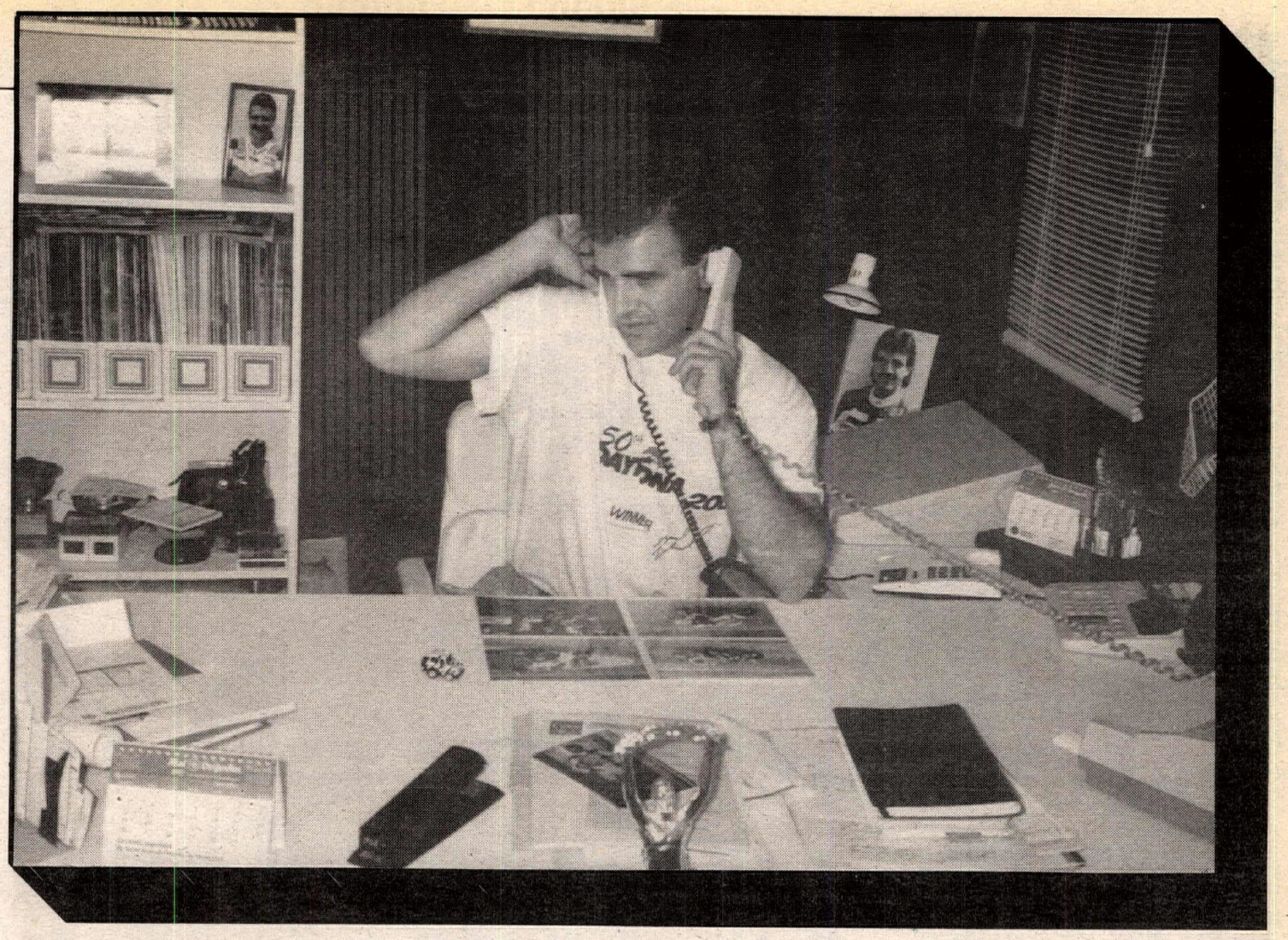
"When he was racing, we were usually tearing around on mini bikes, so I don't remember much of him riding. I really wish I had the chance to see him on one of those big bikes, to see him at his peak. I missed it all even though I was there."

One of Papa DuHamel's tuners in the 1970s was Dave Ray, the 1990s wrench for another teen-aged sensation, Al Salaveria. At the U.S. Grand Prix, Ray laughingly related stories of Mario, Miguel and little sister Gina taking on the locals in the paddock while Dad was racing at various tracks across the U.S.

"I didn't know yet about racing, but it's always what I wanted to do," continues Miguel. "Back then we were basically racing all the time."

By the time he was 10, Miguel was on the busy Quebec motocross tour with Mario, learning English from American and Ontario-based riders (as well as Sesame Street and other TV shows), chaperoned by Mom and Dad. Most parents, however, didn't have quite the same credentials as the DuHamels.

"I motocrossed for 10 years," said Miguel. "But then something happened, and I didn't like it as much any more. I started off slow like everybody does, and then I started winning and winning. It got tougher as I moved up, but I still did well. I liked supercross best. I actually won a semi in Toronto once and that really sticks in my mind. I liked that kind of jumping and the short races.



Miguel is a busy man; a contract with both Kawasaki and Commonwealth Racing keeps him that way.

"But I started to get tired of it, I didn't see any future for myself. I didn't want to have to deliver pizza to afford to race; as you get older you become more concious of the money. Even back then, there were conflicts between associations, and I got fed up with it. The purses were going down instead of up. I really love motocross, I think it's the best practice, but road racing was starting to capture my attention more and more."

While California-based road racing World Champions often mention lack of recognition in their homeland, Quebec-based motorsports aces have it better than almost any other group of "gearheads" in North America. Half European and half American in its influence, Quebec is a slice of France just an hour from the U.S. border. The media reflects this continental bias with lots of car racing coverage. Montreal has its own F-1 car GP and Quebec-based two-wheeled competitors also get lots of attention if they do well. Since Gilles Villeneuve climbed out of rural Quebec to the top of car racing with Ferrari in the late 70s, the Quebec media have been watching for their next world-class competitor.

Yvon DuHamel got similar star treatment in the 70s and without a doubt son Miguel is more aware of his opportunities because of this. His manager, early '80s AMA 250 and Formula One feature winner Alan Labrosse, also got the red carpet treatment during his successful days in car and bike racing. In a city that's crazy about its hockey team, the Canadians, young men are also exposed to the possibility of motorsports-related stardom.

Ironically, DuHamel now basks in the glow of local hockey-generated publicity. When the Canadians started the playoffs against the Boston Bruins, the leading French language newspaper contacted various sports celebrities for their opinions of the "Habs" efforts. DuHamel was among the few who got the call.

DuHamel interrupted his motocross schedule to take a RACE Riders School at Shannonville Motorsport Park in July of 1986, sharing his brother's Suzuki RG500 (eventual winner of the National Pro 600cc Production title that year) with his sister, who also rides in the dirt. Although Miguel says he simply wanted to "try it" following the school, it is worth mentioning that his first-ever road race was a National at Gimli, Manitoba, that season, over 1000 miles away from home.

DuHamel diced with the local hot shot at the September event, eventually placing second in Amateur 400 Production on a ratty Yamaha RZ350, only to win the race thanks to a post-race teardown. That got Miguel busy setting up for his first full year of pavement competition in 1987, adding a stock Yamaha for the newly-announced RZ350 Cup as well as a FZ750 superbike to his fleet of well-used machinery.

"I just kept going faster and faster, and for a while road racing, to me, got kind of boring," DuHamel says of his impressive first full season. "But then I found out that you could actually go faster sliding the bike, like at corner four at Shannonville, both tires started sliding, and I thought that was a lot of fun."

Canadian fans remember that year as one of controversy surrounding DuHamel's RZ350 fleet, including a race disqualification for the use of "blended" gas. Protest surrounding the two-strokes led to the creation of the non-super FZ superbike.

"The FZ wasn't really a superbike, but there were a couple of guys with fast NS400s who were always protesting my RZ. They'd pass me by 20 mph on the straight, but I would win, so they would protest me. Mostly, we kept on winning. Then I got the FZ part way through the season, and right away my tuner put a pipe on it. He said that since this bike had a five-valve engine, he didn't want to be pulling it apart all the time for protests, so we just made it a superbike with a pipe."

In his debut with the FZ superbike, DuHamel rode in pain from a recent wisdom took extraction to win the Amateur portion of the bike race supporting the F-1 car GP at the Circuit Gilles Villeneuve in Montreal. That track had been the scene of his father's most recent big win, renewing an old partnership on a Bob Work-tuned Yamaha Canada TZ750 OW31 in an invitational race during 1981. But 1987 ended on a down note with DuHamel missing out on the Italian trip to represent Canada in the World Yamaha final when he and the eventual champion ran off the track during the winner-take-all final. Contrary to what has been printed, DuHamel wasn't the Canadian RZ Cup Champion, although many thought he could have been.

The year 1988, DuHamel's first Pro season and his second as a road racer, proved to be crucial, setting the pace for the years to follow. Although he was looking for a superbike support ride, the major manufacturers were already tied to riders like Rueben McMurter, Gary Goodfellow, Steve Crevier, Tom Douglas, Norm Murphy and reigning champ Michel Mercier. When DuHamel appeared at the Moto Salon Motorcycle Show in Montreal at the end of February with a pair of Kawasakis, 600 and 750cc production class machines sponsored by Pepsi and painted lime green, observers figured he was wasting his talent in some kind of homage to his father's glory days with the "mean green."

Local Kawasaki dealer Monette Sports, strong in the region and big fans of Yvon, also had a 750 superbike available, campaigned to no particular glory by a well-regarded rider the year before. At the opening regional, DuHamel put the primer-painted peril into the lead, only to crash right in front of Mercier on the last lap. Mercier complained vigorously about the rookie pro's riding after the race.

In the early part of the season, DuHamel was ultra-impressive on the production Ninjas, the only rider on the lead pace with a Kawasaki 600, while challenging the laws of physics on the superbike. Explains DuHamel: "I believed in what I could do. Even now, sometimes I go over what the bike can do and try and get away with it, if I have to.

"I was all excited getting all these bikes, I was still new at road racing. Then the word came down that Kawasaki was not going to win any races this year. I didn't expect much, but I ran top two or three all the time. I just gave the bike a chance."

The turning point in 1988 came at Canada's biggest National, the Superbike Challenge at Shannonville, when DuHamel's underfinanced team picked up a Michelin tire deal. "Boom, we jumped up five or six positions, to where we were fighting for the lead," DuHamel said. "Then I really learned a lot. The bike wasn't going to win the race by itself, I had to force it. I was riding five classes a weekend, picking up track time, and I was getting confidence."

Round four of the Canadian National Series took place at the drag-strip based circuit of Race City Speedway in Calgary, Alberta, and Miguel scored his first National wins in 750 and Open Production. The 750cc race was a treat, DuHamel beating the horde of GSXRs, FZRs and RC30s to edge Crevier in a photo finish. But the Superbike got caught in a first-lap tangle, sustaining considerable damage to its already tweaked components.

"We spent some time getting used parts and putting the bike together," he said. "My dad and everybody around pitching in. We missed practice for the next race (Westwood, British Columbia) and everybody said our bike would never handle there anyway. We kept finding more things to straighten." But DuHamel hung tight on the fast, hilly, bumpy track, taking the lead briefly from locals Crevier and Steve Dick and placing second behind the equally sensational Goodfellow.

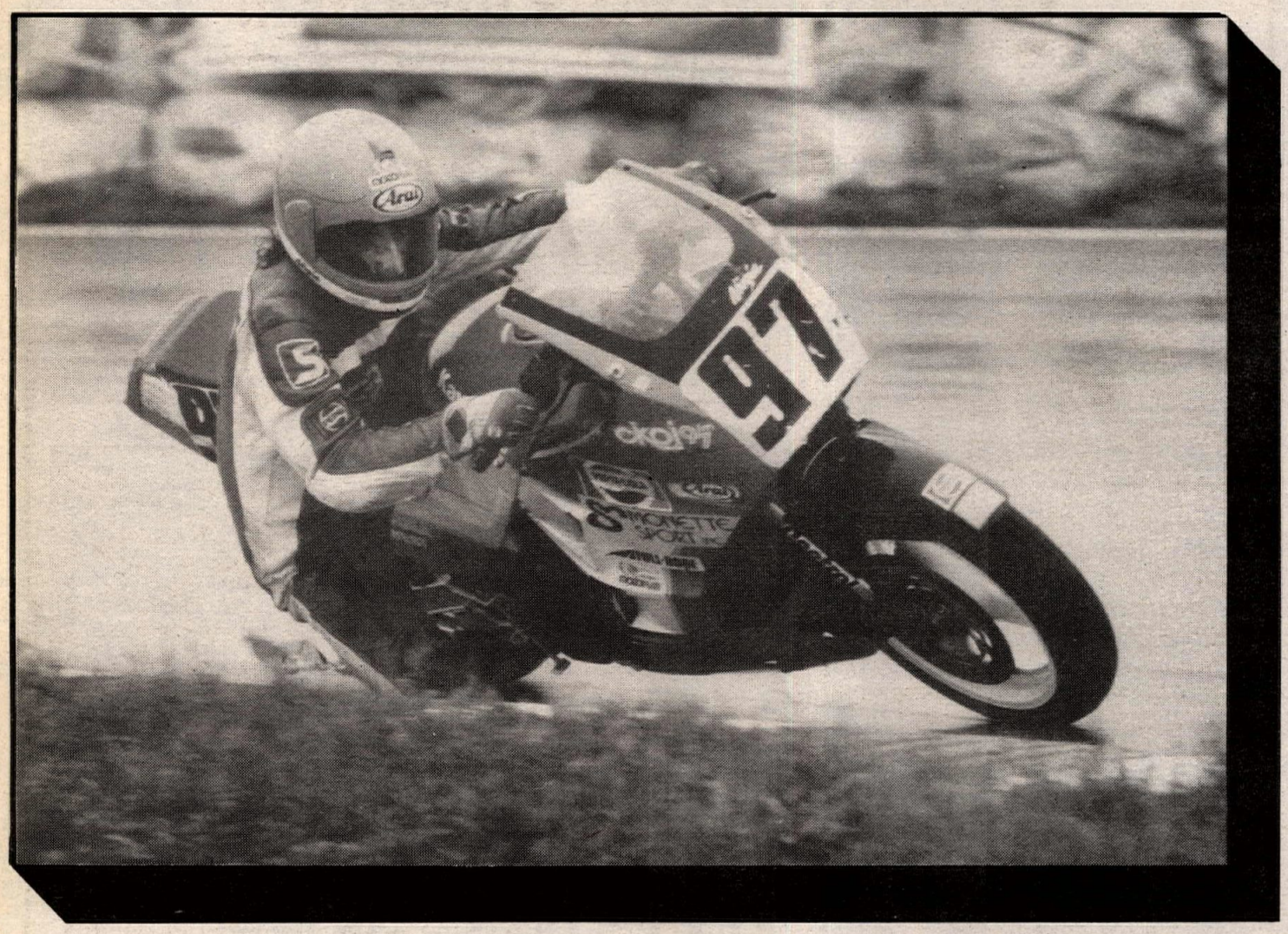
Then the Monette Team headed back east for the last televised National, beating McMurter at a CMA National at Gimli along the way. Prior to the final RACE round at Shannonville, the GPz required top end repair, since most of the valve seats had fallen out of the head! But the overworked team didn't have time to adjust the valves, simply praying that everything went back into the same spot during reassembly, complete with dented pistons! In the wet race, DuHamel battled with Mercier all the way to win his first-ever Pro Superbike feature.

With the Canadian National season complete, DuHamel finished the Quebec regional year with a perfect five-for-five performance at Sanair, not far from his home. He then headed for France to join Mario and Yvon in a special Honda RC30 "all DuHamel" squad formed by journalist Didier Constant of Montreal to contest the Bol D'or 24-Hour event at Paul Ricard. Little did Miguel know that this would be his career turning point.

"The first five days with the RC30, I liked the bike, but I couldn't believe the times the top guys were doing," DuHamel said of his first endurance experience. "Then we got going, we actually did pretty well, and it was a real bonus. That got me recognized by Honda. During the night shift, on basically a home-built superbike against the Honda RVF works machines, I was riding the same lap times, using the regular slicks, against the A tires. People were saying: 'Whoa, who is this guy going five seconds faster than any other RC30?' Dad got them looking, and I was ready. When I rode the RVF in 1988, I couldn't believe the difference. Compared to an RC30, it feels like a 250!"

His big-break works Honda France/HRC Endurance ride in 1989, coupled with the Suzuki factory team in '90 and this season's Kawasaki effort, have made DuHamel into a well-respected star endurance rider in Europe, where the events draw huge crowds. For 1991,

INTERVIEW Daytona 200 winner Miguel DuHamel



Miguel in action in 1988, winning his first-ever Canadian National at Shannonville in the rain.

DuHamel partners the acknowledged long-distance master, five-time 24-hour winner Alex Vierra.

How does a young sprint racer adapt to these longer races, completely unlike U.S. Endurance racing in terms of pace and equipment? "Sometimes you get up at night, it's 3:00 a.m., and you have to get dressed quick and get ready to go," he explains. "Sometimes I'm walking through the pits with Sylvie and I look at her and say, 'don't tell me what time it is.' Because she might say it's only two o'clock, and I would get mad and say: 'It's only two o'clock!' So she might tell me it's five, but I know that it's only two even though I don't have a watch. If you look past your shift, it can become intimidating.

"The races are long, and it's hard to set up a factory bike to work well for three people. I like endurance, but I would prefer in the next few years to concentrate on World Superbike or 250 or 500 Grand Prix. I would like to go back to endurance eventually, but it's frustrating trying to ride your best with a compromise setup."

DuHamel hooked up with manager Labrosse for '89, signing with Suzuki Canada for National Superbike events, Honda in World Endurance and then putting together a last-minute Lassak-Yamaha deal for AMA 250cc action. Although he just missed qualifying for the U.S. Grand Prix, DuHamel quickly became a factor in the U.S. thanks to a good relationship with tuner John Lassak. A lap record performance at Atlanta and rostrum position at Loudon, behind John Kocinski and Rich Oliver, promised much, while the Canadian Match Races at Shannonville yielded a lap record that still stands. DuHamel's Match Race win with Lassak's year-old Yamaha over Oliver, Don Greene, Richard Moore and company is still one of his favorites.

In Canada, DuHamel also found instant success with the Mike Crompton run, brand new GSXR750RRs, even though the bikes were unsorted at the start of the season. DuHamel won the first two Nationals in a row, passing Crevier on the last lap at Sanair and then doing the same to McMurter in a controversial televised round at Shubanacadie, Nova Scotia. "You can't expect a guy to ride any harder than that," said a delighted Crompton, one-time tuner for Freddie Spencer.

Miguel's best efforts were saved for endurance, attracting the attention of Honda's Japanese brass, and DuHamel went to the Suzuka warm-up "big 200" and placed seventh in his "homeland" debut. Honda asked him to contest the 8-hour, but Miguel broke his femur in private testing at Suzuka, ending his 1989 campaign.

While Duhamel describes his Japanese accident on qualifying tires at Suzuka, Sylvie leaves the room briefly, returning with a long, U-shaped rod, removed from DuHamel's left femur last fall.

"That bar was a problem, because it was cutting into me all the time," DuHamel said. "I could feel it when I was riding. I don't want to make too big a deal about it, but it does weigh on your mind when it's in there."

The 1990 season started with the DuHamel-Crevier Canadian Daytona disaster, both new Yoshimura-Suzuki riders crashing out of their heat within seconds of each other. Then DuHamel had an impressive Supersports ride at Atlanta, only to crash the same bike at Loudon in his heat, breaking an ankle.

"The reports of that crash really made me angry," repeats DuHamel. "We were all set in the Superbike race, turning competitive times, and then fell off the Supersports bike because it jumped out of gear. Nobody said that."

Following the Loudon mess, Yoshimura fired Crevier but gave DuHamel time off to get ready for the Suzuka 8-hour, where he would team with Doug Polen.

The '90 Suzuka experience helped DuHamel get his confidence back. The time with Polen "really cheered me up. Doug is a great guy. We went out together, and we had a good race. In the last hour, I was one of the fastest guys on the track. Not fast like (Michael) Doohan and (Eddie) Lawson, but good for a GSXR."

Further Suzuka '90 stories would be wasted, since it's impossible to translate DuHamel's hysterical French-Canadian/Texan Doug Polen impression into type. When you add his spot-on Rodney Dangerfield and a still-developing Jamie James to the list of voices, DuHamel's flair for spontaneous humor is fully revealed.

Mid-Ohio was DuHamel's next race, and his strong fifth forced him to make another major change. "I was feeling good on the way back from Japan, so I bet Sylvie my moustache that I would win at Ohio. I liked the track, but I didn't win, so for Calgary (the RACE National the next weekend) nobody recognized me. My mom couldn't figure out what was different."

For the swarthy DuHamel, a lip warmer owner since his mid-teens, the change was made with the hope that he would be less intimidating to the press, with fewer dark and menacing facial features.

The Calgary National allowed DuHamel to ride his U.S. Suzuki against Jeff Gaynor on DuHamel's regular Canadian machine, the bike surprisingly similar in terms of performance. DuHamel led much of the race in his first Canadian start in two months, but faded to third at the finish. When he could only get third at Westwood, his countrymen were wondering if Miguel and the GSXR were up to the test.

The final National at Shannonville generated a wild dice with Pascal Picotte's Yamaha, the latter getting the lap record but DuHamel nabbed the win. A week later he scored his AMA Superbike breakthrough at Topeka in Kansas, finally getting a toehold (he thought) in the U.S. scene. Although he blew an engine at Willow Springs and suffered similar problems near the end of a good run at the Bol D'or, DuHamel was bullish on 1991.

Then the problems started. Yoshimura decided not to renew his contract, and DuHamel was annoyed by comments that he had "one good run" with the team. Kawasaki offered good money to go endurance racing in the revamped World Championship, and Miguel signed on, planning to run selected AMA 250 events with old buddy John Lassak to complete his season. A proposed Suzuki 250cc GP ride with the Martin Wimmer's team proved to be too costly to seriously contemplate, but everything changed when Daytona destiny called in the form of Commonwealth's Martin Adams.

"From that perspective, Daytona was a dream come true, even if I didn't win," says DuHamel. "The team was great, really supportive. The bike was easy to ride and needed little adjustment. The set of golf clubs I won from Ray (Plumb) on our bet helped me too!"

The mention of new golf clubs, scheduled for delivery at Brainerd, bring up the question of materialism. Any racer who has had factory involvement on several continents for three seasons and grabbed roughly $40,000 in one day in Florida should be well off. For all anyone knows, DuHamel may be keeping his loot in a mattress. Although he does wear nice running shoes and his stereo didn't come from Radio Shack, there are few "nouveau rich" trappings in the Sylvie and Miguel road show.

On the way in from the airport, Miguel takes great pride to point out his three-year-old Colt ("built for Dodge by Mitsibushi" deadpans DuHamel) is on its original set of tires. "I keep thinking I should buy something better, but this car has been good and I don't worry when I leave it at the airport all the time."

As far as his favorite hobby goes, DuHamel could use Plumb's new clubs, since his current set looks like leftovers from a rummage sale and even the carrying case has a broken strap!

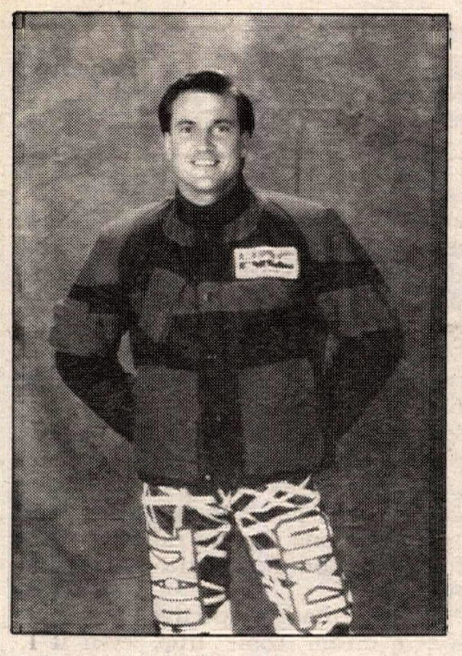
Following a photo session, DuHamel and his future spouse leave for their favorite restaurant, the Mercier. Everybody in the place knows them, and several of the staff mention that they watched Daytona's coverage on TSN (The SportsNetwork, Canada's ESPN) that day. "I like the food here," says DuHamel of the typically huge and varied Montreal menu. "They have everything from simple to big deal."

DuHamel generally avoids any alcohol within two weeks of an event, and even then he is a non-partyer. Sylvie's only complaint regards his penchant for playing rap music full blast early in the morning before he heads to the gym or the local fishing hole.

Over 'un Brochette" (shish kebab) DuHamel looks into his future and hopes for a 500cc GP ride, as well as a possible crack at the superbikers-format Guidon D'Or event in France. His biggest recent thrill was a chance meeting with Wayne Rainey at Laguna, when the World Champion told one-time rival Labrosse that he considered DuHamel for his newly formed 250 team.

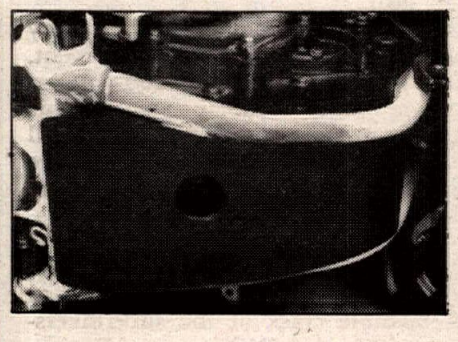
But with the points lead in both the AMA/CCS 600cc Supersport and AMA Superbike Series and a good shot at the World Endurance crown, DuHamel may be hearing even better offers in the near future. CN

NEW PRODUCTS



The Hein Gericke Tuareg Jacket features a nylon shell, removable padding in the shoulder and elbows, a zippered ventilation system, large pockets and velcro wrist closures. Available in sizes S-XXL, the Tuareg Jacket comes in three color combinations, including a special HRC design. The HRC version costs $249.95, while the others cost $224.95. For more information contact local Honda dealers.

The Eclipse Expandable Tanktote is made of 1050 ballistics nylon, and transforms from a 10 liter tanktote to a 19 liter bag. The tanktote comes with a raincover, a neoprene pad to protect the tank's finish and a reversible and removable map case. Featuring six separate compartments, a removable pouch can be used as a belt pocket or fanny pack. Available in three color combinations, the bag costs $119.95. For more information contact Eclipse, Dept. CN, 3771 E. Ellsworth Rd., Ann Arbor, MI 48108, 800/666-1500.



The Mousework's Carbon Fiber Supercross Skidplate is claimed to be 1/4 the weight of aluminum skidplates, yet just as strong. The skidplate protects the engine and allows the machine to glide over bumps, rather than digging in. The skidplate features Mousework's patented mounting system, and costs $92.49. For more information contact White Bros., Dept. CN, 14241 Commerce Center Dr., Garden Grove, CA 92643, 714/554-9442. CN

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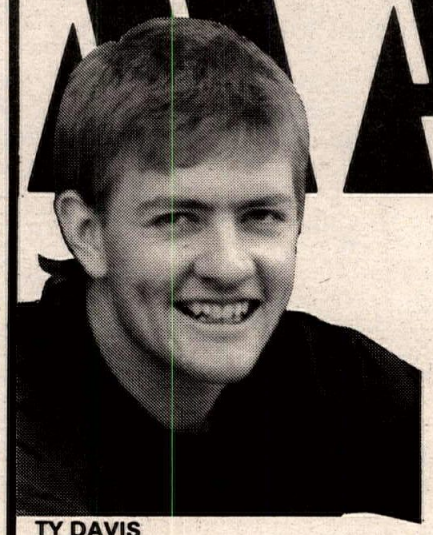

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ENDURO AMA National Championship Reliability Series: Round 2

Steve Hatch captured his first-ever victory in National Reliability Enduro competition.

Chris Smith claimed third overall and will likely make the Junior World ISDE team.

Randy Hawkins went easy on his injured thumb and rode a 125 to second overall.

Hatch leads the way at Michigan Two-Day

Photos by Dick Burleson and Larry Randt

TROUT LAKE, MI, MAY 18-19

Suzuki support rider Steve Hatch, 21, scored his first-ever National Reliability Enduro/ISDE Qualifier win of his career after edging out runner-up and teammate Randy Hawkins at the Stump Jumpers M.C.-hosted two-day event.

"Things are really coming together; I'm having a real good time out there and I'm having fun. I think that's a big part of being successful," said Hatch, who lives in Ithaca, New York. "I got done with finals last Wednesday which helped out, too. Last semester has just been a nightmare, so I finally got that done and I think that took 100 pounds off my shoulders. It's definitely a great feeling getting the win.

"I have to thank my family and all of my New York friends for supporting me," added Hatch. "They've been real helpful over the years and it's beginning to pay off."

Although Hatch has only been competing seriously on the National Enduro and Reliability Enduro circuit for a year and a half now, he has already proven to his competitors that he will be a serious threat for both series titles. Hatch was the top member of the U.S. Junior World team at the gruelling International Six Days Enduro in Sweden last Fall, where he earned a silver medal, and he has two top-five finishes in the 1991 National Enduro circuit thus far, including a second overall at the March 17 Louisiana National.

Hatch's nearest rival at the Michigan two-day was three-time National Enduro Champion Hawkins, who posted a second-place overall finish aboard a 125cc Suzuki, nailing the 125cc class win in the process. Hawkins was riding the 125 to ease the pressure on the thumb he injured earlier this year.

"My thumb is still injured, and it's easier to ride a 125," said Hawkins. "The 125 is lighter and the power doesn't hit as hard as a 250. The 250 pulls all the time."

Claiming third overall and second place in the 250cc class was KTM's Chris Smith, who, along with Hatch, is one of the sport's fastest and most promising up-and-coming enduro riders. Smith, 20, the younger brother of multi-time ISDE gold medalist Drew Smith, is trying to qualify for this year's U.S. Junior World team, and after a promising ride at the Tulsa Qualifier, as well as the Michigan event, Smith looks to be a shoo-in for the team.

Scoring fourth overall was Kurt Hough.

"I just couldn't get it going this weekend," said Hough, a three-time ISDE rider. Hough, who has numerous ISDE Qualifier overall victories to his credit and was highly favored to win the Michigan Two-Day, was hampered by clutch problems in some of the special tests.

Rounding out the top five was another multi-time ISDE gold

medalist, Jeff Fredette, while 350cc Husaberg-mounted David Rhodes scored sixth overall, as well as the overall in the Four-Stroke division. Defending National Cross Country and Hare Scrambles Champion Scott Summers, piloting a Honda XR600, was seventh. Summers was also the Open Four-Stroke class victor.

Eighth overall, as well as the Open Two-Stroke class winner, was Husqvarna's Fred Hoess, who is another ISDE veteren.

The two-day event was hosted by the Stump Jumpers M.C., though members from various local clubs offered a lending hand as well. The course was laid out by 10-time National Enduro Champion Dick Burleson and ISDE rider Alan Randt on land that Burleson said was, at one time many years ago, covered by a glacier. According to Burleson, when the glacier melted, it left big holes in the ground, providing what many of the riders described as a "supercross-like" course.

"It was really, really fun terrain," said winner Hatch. "The entire area looked liked it was carpet bombed — there were jumps, mounds of dirt and whoops everywhere. It was like the whole day was one giant supercross through the woods. Hawkins, Hough, Dave Bertram, Hoess, myself and a couple of other guys bumped around so we could all get on the exact same minute, so we were all just freight-training-it through the woods and just having a blast doubling and tripling (jumping) through the woods."

Hough simply said of the terrain: "It was weird, really weird."

Day one featured two loops totaling approximately 110 miles, including five special terrain and grass track tests, while day two featured one 70-mile loop, including three special test sections, plus a final motocross special test at the end of the day.

"The tests were pretty much right up my alley," said Hatch, who rode a Gold Sport Cycle (Ithaca, N.Y.)/Moose Racing/American Suzuki-backed RMX250. "I used to ride a lot of motocross and some supercross a while back, so it made it just that much easier for me on the trail and in the special tests. That really helped. Plus, everything was just working great with my bike. I had everything dialed in perfectly for the enduro, especially the suspension. I didn't have to worry about how I was going to land off the jumps or anything. Basically, in the tests I could ride real smooth and fluent — not real aggressive."

Hatch's low special test times shot him to the front of the pack at the end of day one. He had scored the fastest times in three of the tests, and Hawkins had the fastest times in the other two. But close in Hatch's wake after the first day was Hawkins, Smith and Hough.

"I had some good runs on the pretty tight and technical tests, but I didn't do so good on the ones that were wide open with the big bumps," said Hough.

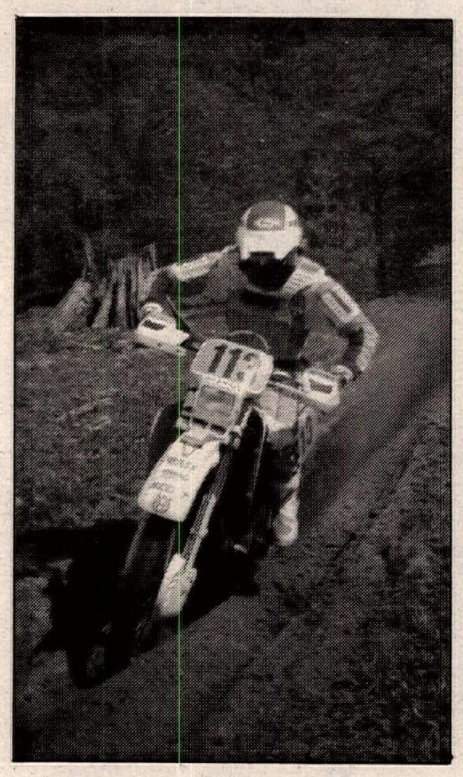
Class-wise, Hawkins led the 125cc division, Hatch the 250cc, Hoess the Open, Rhodes the 350cc Four-Stoke and Summers the Open Four-Stroke.

Defending National Reliability Enduro Champion Dave Bertam was leading the Open class until 15-20 miles from the end of day one when he ran into mechanical problems.

"Everything was going great, I had good times and I was running about third overall when the crank seal went out," said Bertram. "We split the cases and were up till 9:30 that night getting it buffed out. I reimpounded my bike and rode Sunday."

Scott Summers (118) leads Drew Smith (216) and Brian Mull (217) in a special test. Summers won the Open Four-Stroke class.

Fred Hoess was the winner in the 500cc class after finishing eighth overall.



David Rhodes finished sixth overall to score the win in the 350cc Four-Stroke class.

Summers' chances of overalling the event were also blown on the first day when he encountered odometer problems and dropped one trail penalty (60 points).

"A rock hit the odometer drive cable guide and I was concerned that the sensor would get broken," said Summers. "I stopped to fix the guide and was trying to figure things in my head. Two or three checks later I realized I was wrong."

Once again, Hatch railed the three special tests on day two, which kept him on top of the heap heading into the final motocross test, which was described by Hatch as, "extremely fast and a little bit scary."

Hough said, "It was wide open across these supercross whoops — strange."

After Hawkins roosted away and scored the 125cc class moto win, the start of the 250cc moto saw Hatch jam into the early lead. Both Smith and Hough crashed in the first turn and played catch-up for the rest of the race. Smith and Hough eventually moved into second and third, respectively, but ran out of time to catch winner Hatch.

Bertram won the Open class moto but not without a fight from Tom Webb and Hoess.

In the Four-Stroke bout, Summers motored away from Rhodes, scoring the moto win, but it was Rhodes wrapping up the overall Four-Stroke class win.

"It was a good event," said Hough, who is nursing a sore knee which he originially injured two years ago at the 1989 ISDE in France. "They (the club) gave us plenty of time at the checks, but the trail was so demanding that you had to work all the time."

Hough, who was edged out by Bertram for the 1990 National Reliability Enduro Championship title and who opted not to participate in the 1990 ISDE in Sweden, has not yet decided whether or not he'll compete in the 1991 ISDE in Czechoslovakia this fall even if he does qualify.

"I'm just going to wait and see how things are going for me in the National Enduro Series," said Hough. "If I'm not in the hunt in the National Enduros, then I might have my knee operated on (which could prevent him from competing in the ISDE). If I am in the hunt, then I'll wait until the winter to get my knee fixed and will most likely go to the Six Days. But we're just going to have to see what happens." CN

Results (Unofficial)

O/A: 1. Steve Hatch (Suz) 3377 pts; 2. Randy Hawkins (Suz) 3403; 3. Chris Smith (KTM) 3412; 4. Kurt Hough (Kaw) 3480; 5. Jeff Fredette (Kaw) 3546; 6. David Rhodes (Hgb) 3559; 7. Scott Summers (Hon) 3578; 8. Fred Hoess (Hus) 3584; 9. Raymond Davis 3623; 10. Doug Jones 3625; 11. Brian Mull 3637; 12. Paul Krause (Kaw) 3650; 13. (TIE) Tom Webb/Bob Bean 3660; 15. Brian Lohman 3675; 16. Richard Mathers 3683; 17. Mark Martin 3705; 18. Jeff Odom 3714; 19. Marc Grossman 3754; 20. Chris Bottomy 3814; 21. Drew Smith 3822; 22. Dwight Rudder 3847; 23. Peter Ruggiero 3848; 24. John Hoffman 3851; 25. Brad Lowe 3876; 26. Jeff Horton 3956; 27. Russell Cherry 4002; 28. Tommy Ady 4003; 29. Bob Thompson 4005; 30. Gary Doerr 4049; 31. Rob Riley 4191; 32. Tom Holmes 5477.

125: 1. Randy Hawkins (Suz); 2. Jeff Odom; 3. Chris Bottomy; 4. Peter Ruggiero; 5. Brad Lowe.

250: 1. Steve Hatch (Suz); 2. Chris Smith (KTM); 3. Kurt Hough (Kaw); 4. Jeff Fredette (Kaw); 5. Raymond Davis; 6. Bob Bean; 7. Brian Lohman; 8. Marc Grossman; 9. Jeff Horton; 10. Russell Cherry; 11. Tommy Ady; 12. Mark Mangold; 13. Kirk Ballard; 14. Kevin Bennett.

OPEN: 1. Fred Hoess (Hus); 2. Doug Jones; 3. Paul Krause (Kaw); 4. Tom Webb; 5. Richard Mathers; 6. Mark Martin; 7. David Bertram (Suz).

350 4-STRK: 1. David Rhodes (Hbg); 2. Brian Mull; 3. Drew Smith (Suz); 4. Ronald Cadwell.

OPEN 4-STRK: 1. Scott Summers (Hon); 2. Dwight Rudder (Hon); 3. Rob Riley; 4. Jason Dahners.

SR: 1. John Hoffman; 2. Bob Thompson; 3. Gary Doerr; 4. Tom Holmes; 5. Wade Summers; 6. Harold Compton; 7. Ed Lamphier.

MOTOCROSS/TT White Bros. Four Stroke World Championships

Ty Davis (2) leads the Expert class into the first turn in the TT event.

Ray Groom (15) beat Eric Torkko (4) and Bob Langin (2) in the 80cc Modified class.

Davis devastating at Perris

By Tony Alessi

PERRIS, CA, MAY 18-19

Ty Davis was unstoppable as he won every single moto he entered during the two-day White Bros. Four Stroke World Championships held at Perris Raceway.

Two tracks were prepared, one for each day's race. Saturday featured a smooth, ultra-high-speed TT course that challenged the riders' courage while Sunday's track featured a traditional motocross course. Tom and Dan White held the event for the fourth straight year and were pleased with all aspects of the event.

"The event gets bigger each year and this race gets attention worldwide," Tom White said. "Four-Stroke racing is the most fun type of racing and it's a pity so many race promoters have let them die out. Goat Breker (GFI promoter) loves four-strokes and wants this event to continue, and with his support we will run this event for many years to come."

In Saturday's Expert TT Davis, aboard a specially-built ATK560, and defending TT champ Breker had a two-moto duel for the win. Breker took the holeshot in the first moto on a Baja Racing Products Suzuki DR350 built by Jim Labine and tuned by four-time AMA Golden Wrench Award winner Chris Haines. Breker and Davis left the rest of the pack far behind and engaged in a closely contested battle for the lead. Both Breker and Davis seemed evenly matched in both riding speed and bike performance, which forced Davis to make an aggressive move on Breker down the front straight for the lead. Davis came alongside Breker and they actually connected while wide open. The two riders continued to battle the duration of the moto with Davis taking the win followed by Breker and Mike Beier.

Davis led every lap of the second 10-lap moto with Breker two bike lengths behind the whole way. Davis again took the checkered flag with Breker very close behind while Beier finished a distant third.

Davis mixed it up later in the day with Race Tech rider, Brian Manley and 1988 125cc MX National Champion George Holland, who came out of retirement to ride the event, in the Open Pro event. Holland, aboard a big-bore KTM, led most of both motos but was sidelined with mechanical problems. Davis and Manley had a good second-moto battle that Davis settled with a last-lap pass for the moto and overall win.

Davis stormed to the first moto win in the Open Pro MX feature event on Sunday. Only Erik Kehoe could keep Davis in sight during the first moto. Defending Pro Champion Greg Zitterkopf ran with Davis and Kehoe early in the race but faded off the pace as the moto wore on.

Davis holeshot the second moto while Kehoe and Zitterkopf crashed in the second turn.

"Ty started drifting wide in the first turn and I had to let off and switch lines," Kehoe said. "I lost some momentum and Zitterkopf pulled alongside, neither one of us shut off."

Both riders smashed to the ground while Davis escaped unharmed. Davis scooted away to victory followed by Mike Young and Randy Moody, both riding stock Husqvarnas. Davis' weekend of fun earned him nearly $1400 of the $2100 Pro purse provided by GFI Racing.

Ray Groom successfully defended his 80cc Modified Pro MX class title with a double moto victory. Groom was surprised in the first moto by Craig Decker on a water-cooled KXR80 big wheel. Decker led the race to the white flag when his countershaft split in two and ended his day of racing.

"I only rode the bike for about 15 minutes before the race," said Decker. "I should have won."

With Decker out of the race, Groom cruised to the victory followed by Bobby Langin and Eric Torkko.

In the second moto Torkko pressured Groom until Groom pulled away for another easy win. Torkko held on to second while Langin came out on top of a battle for third with Scott Murphy.

Jimmy O'Neal and Shaun Perolio finished first and second overall in the XR60 Stock class after defending Stock class champ Scott Murphy crashed in the second moto.

"I was trying to make a pass to the inside of the third place guy when I hit a bump that threw me into the banners," Murphy said. "The banners got caught inside my front and rear wheels and caused me to lose all the power."

O'Neal won with 3-1 moto finishes, beating Perolio's 2-2 finishes while Jay Spratt rounded out the top three. Murphy won the first moto, but his crash-filled second moto rendered him fifth for the day. Murphy came back later to win the 0-200 Novice class.

David Glass was the king of the Open Novice class as he scored a four-moto sweep in the TT and MX events. Glass topped Marc Prince and Bert Schulties during Sunday's MX event, and overcame a second-moto crash in Saturday's TT race to charge through the pack and pass Robert Fiesler late in the moto for the win.

Pete Murray swept both motos of Sunday's Vet Pro race on a La Habra Husky 610. Murray went unchallenged while Rob Rutten charged to second overall by beating Randy Rodriquez. Rutten and Rodriquez battled the previous day on the TT course, where Rodriguez took the win over Rutten and Rob Whilshire. CN

Results

TT

MINI STK: 1. Jeff Hoeppner (Hon); 2. Kirk Hoeppner (Hon); 3. Shannon Hoole (Hon); 4. Jason Gardner (Hon); 5. Kris Hawk (Hon).

MINI MOD AM: 1. Tony Alessi (KXR); 2. Mark Sennett (KXR); 3. Geoff Arnold (KXR); 4. Randy Danylo; 5. Brad White (Hon).

MINI MOD: 1. Eric Torkko (Hon); 2. Bobby Langin (Hon); 3. Steve Wiseman (Hon); 4. Jeff Hoeppner (Hon); 5. Brad Tietz (XR).

0-200: 1. Jeff Hueppner (Hon); 2. Kirk Hoeppner (Hon).

250 NOV: 1. Jeff Blackmore (Hon); 2. Chuck Dempsey (Hon); 3. Marc Prince (Hon); 4. Tom Dudey (Hon); 5. Nick Wukmir (Hon).

350/500 NOV: 1. Curran Saxey (Hus); 2.Bret Leef (Hon); 3. Steve Barker (Yam); 4. Shannon Hoole (Hon); 5. Mike Larson (Hon).

250/350/500 EX: 1. Ty Davis (ATK); 2. Goat Breker; 3. Mike Beier (Suz); 4. Dennis Briggs (Hus); 5. John Killian (Hon).

250/350/500 DUAL SPRT: 1. Lance Moorewood (Hon); 2. Jimmie O'Dell (Yam); 3. Mark Cotner (Suz); 4. Geoff Arnold (Suz); 5. Mike Lapaglia (Yam).

OPEN DUAL SPRT: 1. David Rodriquez (Yam); 2. Skip Cristy (Yam); 3. Loren Bjorkman (Yam); 4. Allan Kent (Kaw); 5. Damon Powell (Kaw).

OPEN EX: 1. Eric Torrko (Hus); 2. Mike Hooker (Suz); 3. Willie Hockie III (Tri); 4. Tom White (KTM); 5. Jack Vaughn (Hon).

OPEN PRO: 1. Ty Davis (ATK); 2. Brian Manley (Suz); 3. Mike Beier (Suz); 4. Craig Davis (ATK); 5. Robert Weber (Hon).

OPEN NOV: 1. David Glass (ATK); 2. Robert Fiesler (ATK); 3. Tony Alessi (Hon); 4. Chuck Dempsey (ATK); 5. David Villanueva (Hon).

VET NOV OPEN: 1. Jack Roten (ATK); 2. Marc Prince (KTM); 3. Chris Jackson (Hon); 4. Chuck McDonnell (Hon); 5. Greg Pagan (Hon).

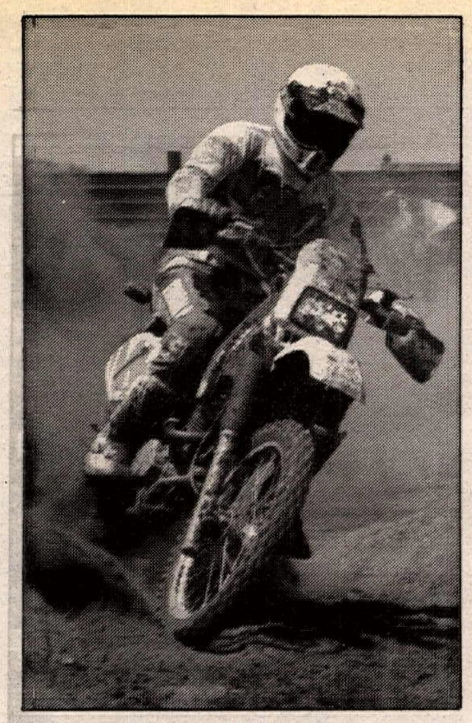
Not just for kids

The Adult XR80 class is a growing part of four-stroke racing, and the cost of these competitive machines is growing as well.

Modified Pro class winner Ray Groom says he spent nearly 100 hours and spent about $2000 on his Kawasaki/Honda hybrid. Building one of these machines usually requires two bikes, one for the frame and the other for the engine. The frames then have to be modified to fit the engines, and many other trick parts are added to boost performance.

"They're fun to build," says Groom. "Half the fun of racing them is building the bike and keeping it together."

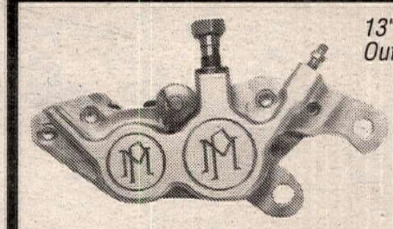
The other half of the fun comes on the track, where the relatively slow speeds produce close racing. Groom and a dedicated group of riders race at a variety of locations in southern California, including Peak Antifreeze/Pro Circuit Honda rider Jeremy McGrath's backyard supercross practice track and the infamous Langtown Raceway, which is in the backyard of a suburban Californian home.



Jeff Mills won the Dual Sport class during Sunday's MX event.

VET INT: 1. Keith Fearing (ATK); 2. Jonas Gaaf (ATK); 3. Bryan Breker (Hon); 4. Scott Dell (Yam); 5. Tony Parsons (Suz).
VET EX PRO: 1. Randy Rodriquez (Hus); 2. Bob Rutten (Hon); 3. Rob Whilshire (ATK); 4. Rick Trait (Hon); 5. Danny Hackie (Yam).
INT: 1. Brett Bienek (ATK); 2. Chad McIntosh (ATK); 3. Donald Upton (Hon); 4. Bryan Breker (Hon); 5. Todd Ailes (Hon).
OT NOV: 1. Bryon Farnsworth (Hon); 2. Gene Dempsey (ATK); 3. Chris Crowell (Yam); 4. Ralph Porzelt (Hon); 5. Ron Gomez (Hon).
OT INT: 1. Sam Dempsey (ATK); 2. Mark Obert (Hon); 3. Larry Geese (Yam); 4. Jim Hollon (Suz).
OT EX: 1. Tom White (KTM): 2. Chuck Koistra (ATK); 3. Chuck Minert (BSA).
VINT TW: 1. Keith Petrangelo (BSA): 2. John Killian (Hon); 3. Greg Coen (BSA); 4. Robert Norman (Hon); 5. Terry Wyrembek (BSA).
VINT SGL: 1. Tom White (Tri); 2. Greg Owen (Tri); 3. Larry Bird (Tri); 4. Jimmy Bird (Tri); 5. Homer Knapp (H-D).
MX
MINI STK D-1: 1. Brian Calhoun (Hon); 2. Ron Wood (Hon); 3. Shanno Hoole (Hon); 4. Dean Vanriper (Hon).
MINI STK D-2: 1. Jimmy O'Neal (Hon); 2. Shaun Perolio (Hon); 3. Jay Sparatt (Hon); 4. Mike Odom (Hon); 5. Scott Murphy (Hon).
MINI MOD AM: 1. Tony Alessi (KXR); 2. Brad Tietz (XR); 3. Tim Hoole (Hon); 4. John Dean (Hon); 5. Mark Sennett (KXR).
MINI MOD: 1. Ray Groom (Kaw); 2. Eric Torkko (Hon); 3. Bobby Langin (Hon); 4. Robert Weber (Hon); 5. Dave Eropkin (Kaw).
0-200 NOV: 1. Scott Murphy (Suz); 2. Scott Hoffman (YZ); 3. Andy Kyler (Hon); 4. Jimmy O'Neal (Hon); 5. Rick Guilnette (Hon).
0-200 EX: 1. Todd Davis (Hon); 2. David Sarian (Hon).
250 NOV: 1. Jeff Blackmore (Hon); 2. Chuck Dempsey (Hon); 3. Jimmy O'Neal (Hon); 4. Craig Mitchell (Hon); 5. Jeff Wells (Hon).
250/350/500 INT: 1. Tony Spear (Hus); 2. Todd Davis (Hon); 3. Bob Holmer (Hus); 4. Chad McIntosh (ATK); 5. Tom Duddey (Hon).
250 NOV: 1. Darel Kramer (ATK); 2. Tarek Saba (Suz); 3. Steve Barker (Yam).
250/350/500/OPEN EX: 1. Mike Hooker (Suz); 2. Tony Amaradio (ATK); 3. Cliff Tolley (KTM); 4. Robert Barnum (Suz); 5. Robert Nunez (Hon).
500 NOV: 1. Curran Saxey (Hus); 2. Charles Anaya (Hon).
500 PRO: 1. Ty Davis (ATK); 2. Erik Kehoe (ATK); 3. Keith O'Neal; 4. Mike Beier ((Suz); 5. Grayson Hart (Hus).
OPEN NOV D-1: 1. David Glass (ATK): 2. Marc Prince (KTM); 3. Bert Schulties (Hon); 4. Abe Baumann (Hon); 5. Douglas Cark (ATK).
OPEN NOV D-2: 1. Robert Fiesler (ATK): 2. Jim O'Neal (Hon); 3. George Kohler (ATK); 4. Chuck Dempsey (ATK); 5. C.T. Falk (Yam).
OPEN INT: 1. Steve Drew (ATK); 2. Brett Bierek (ATK); 3. Scott McKey (ATK); 4. Chad McIntosh (ATK); 5. Glen Cave (Hon).
OPEN PRO: 1. Ty Davis (ATK); 2. Mike Young (Hus); 3. Randy Moody (Hus); 4. Shaun Kalos (Hon); 5. Gordon Ward (KTM).
OT NOV: 1. Ronald Mazzarero (Hon); 2. Rich Hanson; 3. Billy Udiando (XR); 4. Bob Wells (ATK): 5. Gene Dempsey (ATK).
OT INT: 1.. Dave Hutchens (Hon); 2. John Eldart (Hon); 3. Sam Dempsey (ATK).
OT EX: 1. Tom White (Suz); 2. Jim O'Neal (Suz); 3. John White (ATK); 4. Philip Frisbie (Hus); 5. George Kohler (KTM).
VET NOV 250/350/500: 1. Dave Ivory (Hon); 2. John Killian (Hon); 3. Tony Parsons (Suz); 4. Carl Gazafy (ATK); 5. Bones (Hon).
VET NOV OPEN: 1. Douglas Cave (ATK); 2. Troy Lee (ATK); 3. Dennis Frisbie (Hus); 4. Dan Morgan (KTM); 5. Jack Roten (ATK).
VET INT: 1. Alan Olson (ATK); 2. Tim Tolleson (Hon); 3. John White (KTM); 4. Keith Fearing (ATK); 5. Randy Skinner (Hon).
VET PRO: 1. Pete Murray (Hus); 2. Bob Rutten (Hon); 3. Randy Rodriquez (Hus); 4. Brent Wallingsford (KTM); 5. Clark Jones (Hus).
VINT SGL: 1. David Sobodos (Hon); 2. John Killian (Hon).
VINT TW: 1. John Hately (Tri).
DUAL SPRT 250: 1. Geoff Arnold (Suz); 2. Dare Muttay (Hon); 3. Jesus Plascencia (Hon); 4. Chris Reilly (Kaw).
DUAL SPRT 350: 1. Jeff Mills (Suz); 2. Tim Tolkson (Hon); 3. Todd Wroge (Yam); 4. Mike Ryan (Yam); 5. Craig Hunter (Yam).
DUAL SPRT OPEN: 1. Mike Roen (Hon); 2. Michael Knopf (Hon); 3. David Halverson (Hon).

PM - ROAD TESTS FOR '91



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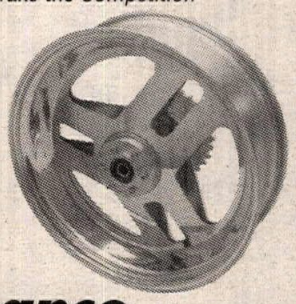

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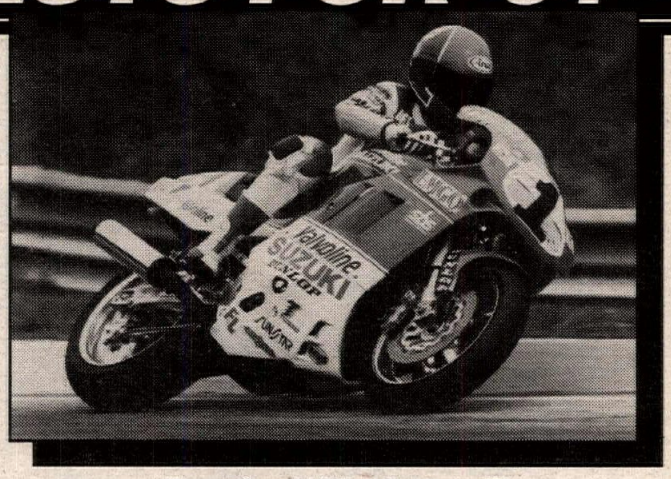

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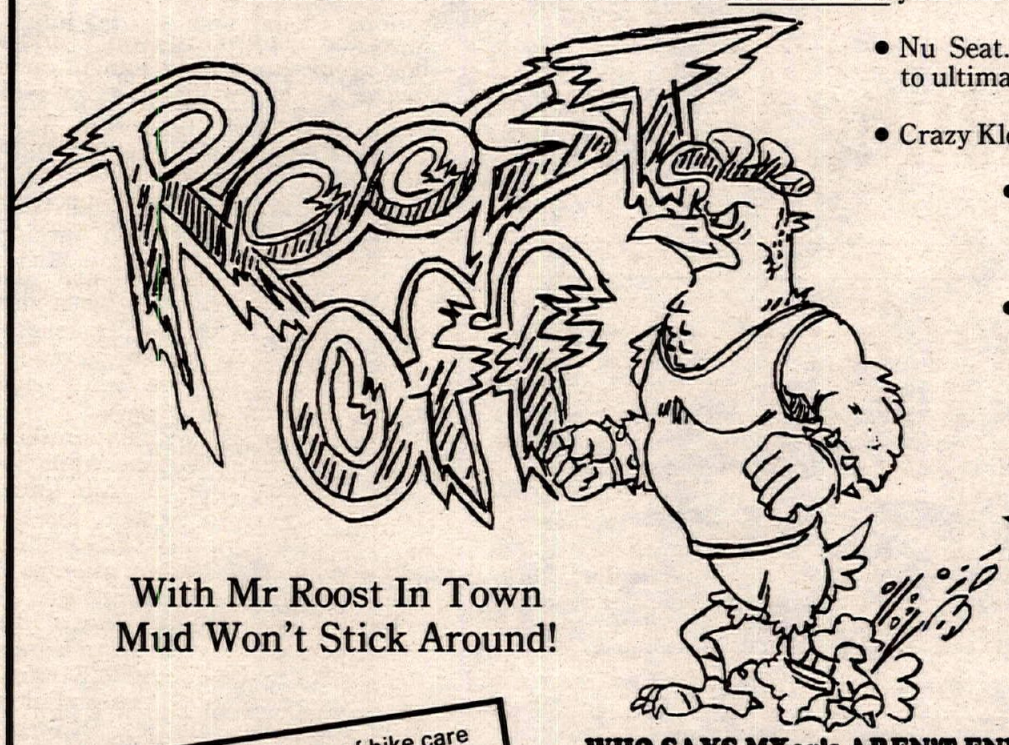

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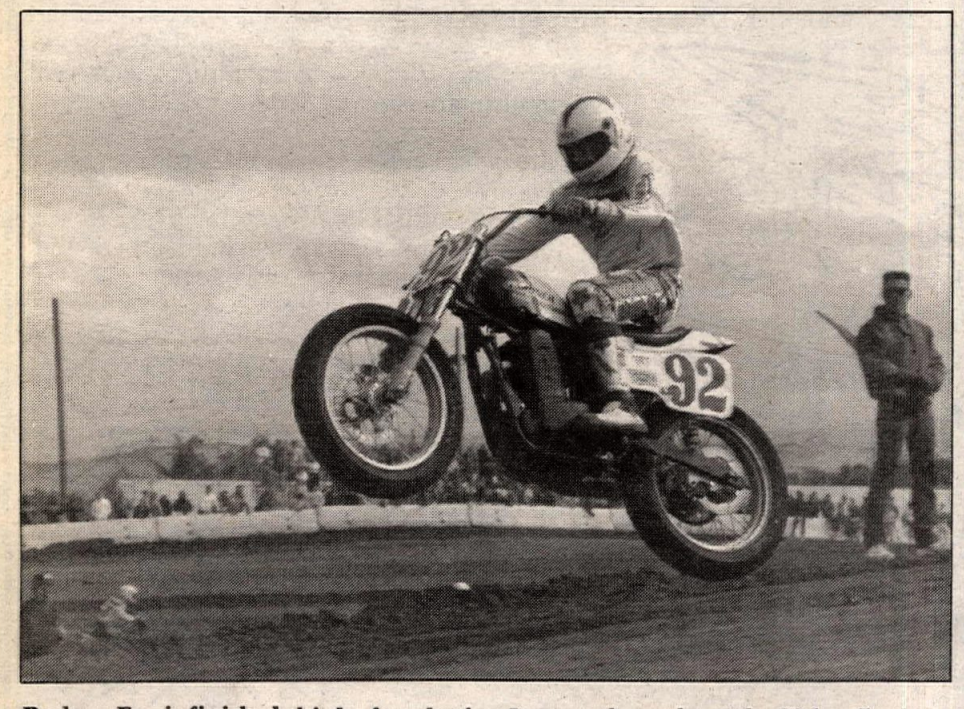
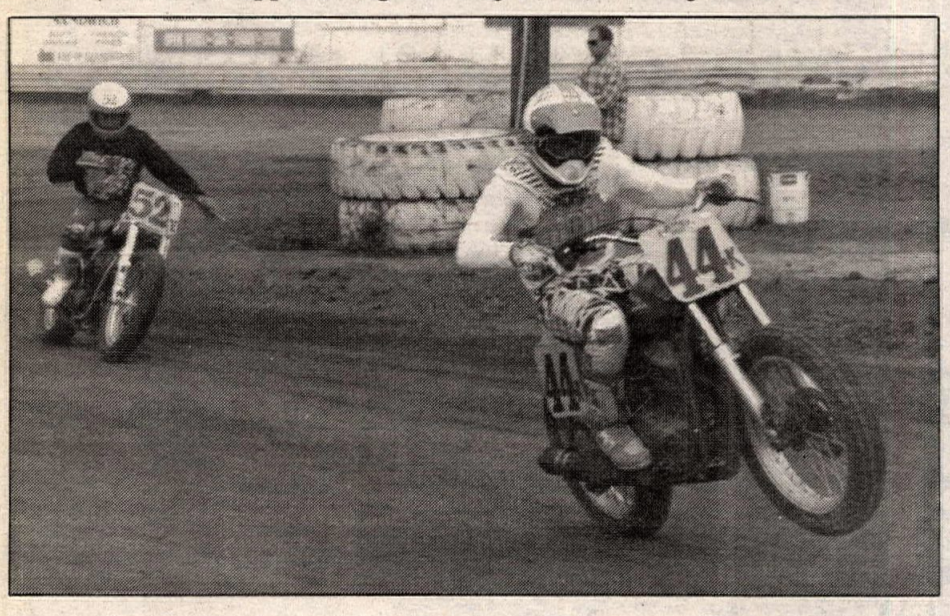
DIRT TRACK AMA 600cc National Championship Series: Round 2

Chris Carr (1) led Dan Ingram (31) from start to finish in the main event. Ricky Graham (3) finished fourth.



Rodney Farris finished third, after chasing Ingram throughout the 20-lap final.

Mark Smith (52Y) nipped George Garvis Jr. (44K) for the Junior National win.



Carr conquers San Jose TT

By Donn Maeda

SAN JOSE, CA, MAY 18

Known as the "King of TTs," Team Harley-Davidson's Chris Carr proved worthy of his moniker by scoring a convincing, wire-to-wire win at the inaugural San Jose TT. Following the three-time-600cc National Champion across the finish line some six-bike lengths back, were Dan Ingram and Rodney Farris.

Ingram, aboard his Indianapolis South Side H-D/Shoei/Hampton Racing/Craig Rogers and Charlie Aruta-tuned Harley, jumped off the starting line in second, and fended off the race-long charges of Farris' Gardner Racing/Walters Bros. H-D/Mike Lynch/Fox Racing/Bell/Zoom Cycles/Taylor White/Charlie Gardner-tuned Harley-Davidson for the entire 20-lap final.

Carr's win in front of nearly 3500 spectators earned him $2000 of the $10,600 purse, and placed him well ahead in the series point standings. With two victories in two rounds, Carr leads the points chase with a perfect 40 points. Ingram, Durelle and Freitas are tied for second with 17 points each.

Ingram's second place finish earned him $1305, while Farris ended the day $850 richer.

Quickest among the nearly 80 riders who took time trial laps was former Expert-turned-Junior, Wink Freitas. Freitas ripped around the track aboard his Wood-Rotax to post a qualifying time of 40.752 seconds, with a comfortable margin over the second fastest time of 41.161, posted by two-time Grand National Champion Ricky Graham aboard his ESP Honda.

Third fastest was veteran and former Team Honda rider Mickey Fay, who turned in a 41.408 lap, ahead of Davey Durelle's 41.421 clocking. Texan Billy Herndon rounded out the top five, clocking in at 41.553.

Although Carr qualified only ninth fastest with a 41.651 lap, he took to the track and trounced the competition in the first heat race. Trailing Carr's Kenny Tolbert-tuned factory Harley across the line by a distance in the first heat was veteran Rick Hocking. Mark Key scored the last direct transfer position to the final, barely edging out Jeff Eklund and Freitas.

Andy Tresser topped ESP Racing teammates Graham and Larry Pegram in the second heat. Graham tried every trick in the book to find his way past Tresser, but Tresser hung tough and scored the win. Graham and Pegram crossed the finish line just inches behind, while Kris Kiser and Allon McBee headed for a semi.

Farris blasted to the front of the third heat, and once in control rode to an easy win over Sal Hoffman and Mike Gresham, who finished second and third, respectively.

Ingram fought off the race-long charges of Durelle in the fourth and final heat race, and greeted the checkered flag in first place. Durelle nabbed second place, while Terry Poovey stormed up from a poor start to secure third place and a trip to the main.

Freitas romped to the victory in the first semi, while Bryan McDowell did the same in the second semi. Both riders earned a spot in the final, while the rest of the field headed for the Last Chance Qualifier.

Bobby McDowell fought tooth and nail with McBee in the Last Chance Qualifier, and held on just long enough for the win and earn the last transfer to the Expert main event.

George Garvis Jr., the son of George Garvis who fields Hondas for Ronnie Jones on the Camel Pro circuit, sped off the line at the start of the 10-lap Junior National, and led Eklund, Georgie Price and Troy Rose through the first turn on the tight, twisty track. Price dove to the inside of the second turn, and stole second from a surprised Eklund, while Mark Smith came out of nowhere to take over fourth.

As the pack began to spread out, Smith displaced Eklund just after the course's only jump to move into third. Smith then set after Price, and quickly closed the gap between them. After hounding Price for six laps, Smith took over second in the far section of the track and set after Garvis, who had established a comfortable seven-bike length lead. Smith set a blistering pace, and within two laps had closed on Garvis' rear fender. Smith stalked Garvis, and in the last turn hugged the inside line, and edged Garvis for the win at the finish line. Price finished a few bike lengths behind in third place, just ahead of McBee, Rose and Jeff Annen.

"I knew it was my last chance, and I went for it," said an elated Smith, who hails from Pleasanton, California. "He went a little wide and I saw the opening I needed."

"I can't believe he passed me," was all a disappointed Garvis could say.

Carr held the inside pole position on the front row at the start of the final, accompanied by Tresser, Farris, Ingram, Hocking and Graham. Row two was filled by Hoffman, Durelle, Key, Gresham and Poovey, while the third row was comprised of Freitas and the McDowells, Bryan and Bobby.

Carr was fastest at the flash of the green light and dashed ahead of Ingram, Farris, Gresham and Tresser. Graham suffered a poor start, but immediately began slicing his way through the pack.

While Carr, Ingram and Farris began to pull away from the field, Graham scooted into fifth behind Hocking. Graham hounded Hocking, but on lap seven of the 20-lap race was surprised to be passed by Tresser. Graham retaliated four laps later, and carried his momentum past Hocking and into fourth place.

From there on, the race was a follow-the-leader affair, as Carr pulled out to a comfortable lead. Although Ingram was able to stay with Carr for most of the race, in the closing laps he faded with an ailing motor. Farris did everything he could to get past, but Ingram nursed his Harley across the line in second place. Farris settled for third, well ahead of a hard-charging Graham.

"Everything went great," said Carr. "I love riding these races (TTs), they're a lot of fun. Once I got the holeshot, I just rode a steady race and tried not to make any mistakes."

"Boy, I don't think my motor would've made it another lap," said a pleased Ingram. "The track isn't all that fast, so I was able to hang on to second. I heard Farris back there, but he never got by."

"I knew the start would be real important; I started third and finished third," said Farris. "I knew there wouldn't be much passing. Charlie (Gardner) has got my bikes running real strong, and I felt good out there."

"A good start was important if you wanted to do good," said Graham. "I got a bad start, and just had to charge into fourth. I would've definitely been up there if I had the start." CN

Results

QUALIFYING TIMES: 1. Wink Freitas (40.752 seconds); 2. Ricky Graham (41.161); 3. Mickey Fay (41.408); 4. Davey Durelle (41.421); 5. Billy Herndon (41.553); 6. Sal Hoffman (41.56); 7. Randy Roose (41.591); 8. Georgie Price (41.601); 9. Chris Carr (41.651); 10. Larry Pegram (41.76); 11. Aaron Hill (41.766); 12. Steve Aseltine (41.779); 13. Frankie Garcia (41.846); 14. Paul Iwanaga (41.91); 15. Dan McDonnell (41.924); 16. Mark Key (41.993); 17. Don Estep (42.052); 18. Kris Kiser (42.058); 19. Rodney Farris (42.081); 20. Dan Ingram (42.104); 21. Terry Poovey (42.16); 22. Michael Gresham (42.162); 23. Andy Tresser (42.215); 24. Ricky Smith (42.257); 25. Rick Hocking (42.26); 26. Dave Bostrom (42.327); 27. Steve Morehead (42.444); 28. Don Wilson (42.566); 29. Jeff Annen (42.594); 30. Bryan McDowell (42.613); 31. Speedy Kell (42.656); 32. Mike Hale (42.7); 33. Jeff Eklund (42.719); 34. Rex Fisher (42.744); 35. Troy Norris (42.752); 36. George Garvis Jr. (42.785); 37. John Wincewicz (42.844); 38. Troy Rose (42.853); 39. Mark Smith (42.856); 40. Danny Moore (42.892); 41. Steve Mayfield (42.929); 42. John Clayton (42.969); 43. Clinton Vahsholtz (43.052); 44. Del Schnitzer (43.157); 45. Bobby McDowell (43.207); 46. Rich King (43.244); 47. Allon McBee (43.264); 48. Ricky Henson (43.515); 49. Dan Argano (43.551); 50. Kirk Strong (43.56); 51. Jaime Aguilar (43.575); 52. Steve Beattie (43.602); 53. Keith Day (43.647); 54. Cory Perrault (43.648); 55. Scott Stump (43.655); 56. Paul Warne (43.843); 57. Randall Bereman (43.977); 58. Ron Waters (43.985); 59. Kevin Bricker (44.003); 60. Frank Keiser (44.022); 61. Jimmy Sanchez (44.051); 62. Mike McDonnell (44.064); 63. Steve Rasmussen (44.088); 64. Paul Polhemus (44.161); 65. Bob Mairing (44.226); 66. J.P. Simonsen (44.315); 67. Mike Arthur (44.358); 68. Jeff Russell (44.365); 69. Billy Gonzalez (44.396); 70. Tony Donahue (44.41); 71. Ted Taylor (44.662); 72. Kit Farley (44.679); 73. Trapper McDaniel (44.874); 74. Tim Selby (44.923); 75. Joseph Pineda (45.184); 76. Joe Carrera (45.204); 77. Jeffrey Hiatt (45.388); 78. Robert Frohs (46.035); 79. Robert Bascoa (46.469).

HEAT 1: 1. Chris Carr (H-D); 2. Rick Hocking (W-R); 3. Mark Key (W-R); 4. Jeff Eklund (W-R); 5. Wink Freitas (W-R); 6. Steve Mayfield (H-D); 7. Don Estep (W-R); 8. Mike Hale (H-D); 9. Danny Moore (W-R); 10. Georgie Price (H-D); 11. Ricky Smith (W-R); 12. Ricky Henson (Hon).
Time: 6 min., 40.195 sec.

HEAT 2: 1. Andy Tresser (H-D); 2. Ricky Graham (Hon); 3. Larry Pegram (W-R); 4. Kris Kiser (W-R); 5. Allon McBee (Hon); 6. Rex Fisher (W-R); 7. Mark Smith (W-R); 8. Speedy Kell (H-D); 9. John Clayton (Hon); 10. Dave Bostrom (W-R); 11. Dan McDonnell (H-D); 12. Randy Roose (H-D).
Time: 6:45.028.

HEAT 3: 1. Rodney Farris (H-D); 2. Sal Hoffman (H-D); 3. Michael Gresham (H-D); 4. Paul Iwanaga (Hon); 5. Rich King (H-D); 6. Bryan McDowell (W-R); 7. Steve Morehead (H-D); 8. Troy Norris (W-R); 9. Troy Rose (Yam); 10. Clinton Vahscholtz (W-R); 11. Aaron Hill (H-D); 12. Mickey Fay (H-D).
Time: 6:54.494.

HEAT 4: 1. Dan Ingram (H-D); 2. Davey Durelle (W-R); 3. Terry Poovey (H-D); 4. Steve Aseltine (H-D); 5. Billy Herndon (Hon); 6. Bobby McDowell (H-D); 7. Frankie Garcia (W-R); 8. Jeff Annen (H-D); 9. Del Schnitzer (W-R); 10. George Garvis (Hon); 11. Don Wilson (H-D); 12. John Wincewicz (W-R).
Time: 6:54.971.

SEMI 1: 1. Freitas; 2. McBee; 3. Smith; 4. Kiser; 5. Hale; 6. Estep; 7. Kell; 8. Eklund; 9. Moore; 10. Clayton; 11. Mayfield; 12. Fisher.

SEMI 2: 1. Bryan McDowell; 2. Herndon; 3. Bobby McDowell; 4. Garcia; 5. Schnitzer; 6. Morehead; 7. Norris; 8. Rose; 9. Aseltine; 10. Annen; 11. Iwanaga; 12. King.

LCQ: 1. Bobby McDowell; 2. McBee; 3. Hale; 4. Smith; 5. Garcia; 6. Estep; 7. Herndon; 8. Carr; 9. Morehead; 10. Schnitzer.

NATIONAL: 1. Chris Carr (H-D); 2. Dan Ingram (H-D); 3. Rodney Farris (H-D); 4. Ricky Graham (Hon); 5. Andy Tresser ((H-d); 6. Rick Hocking (W-R); 7. Sal Hoffman (H-D); 8. Michael Gresham (H-D); 9. Wink Freitas (W-R); 10. Larry Pegram (W-R); 11. Davey Durelle (W-R); 12. Terry Poovey (H-D); 13. Mark Key (W-R); 14. Bobby McDowell (H-D).
Time: 13:54.573.

600cc NATIONAL DIRT TRACK POINT STANDINGS: 1. Chris Carr (40); 2. (TIE) Dan Ingram/Davey Durelle/Wink Freitas (17); 5. Ted Taylor (16); 6. Rodney Farris (13); 7. Larry Pegram (12); 8. (TIE) Bryan McDowell/Ricky Graham (11); 10. (TIE) Rick Hocking/Andy Tresser (10); 12. Steve Aseltine (9); 13. (TIE) Mike Hale/Sal Hoffman (8); 15. Mike Gresham (7); 16. Keith Day (6); 17. Steve Beattie (5); 18. Chance Darling (4); 19. (TIE) Kris Kiser/Terry Poovey (3); 21. (TIE) Aaron Hill/Mark Key (2); 23. (TIE) Paul Polhemus/Bobby McDowell (1).

JUNIOR NATIONAL: 1. Mark Smith; 2. Goerge Garvis Jr. (Hon); 3. Georgie Price (H-D); 4. Allon McBee (W-R); 5. Troy Rose (Yam); 6. Jeff Annen (H-D); 7. Stephen Mayfield (H-D); 8. Clinton Vahscholtz (W-R); 9. Daniel Argano (H-D); 10. Ricky Smith (Hon); 11. Jaime Aguilar (H-D); 12. Jeff Eklund (W-R).
Time: 5:37.754.

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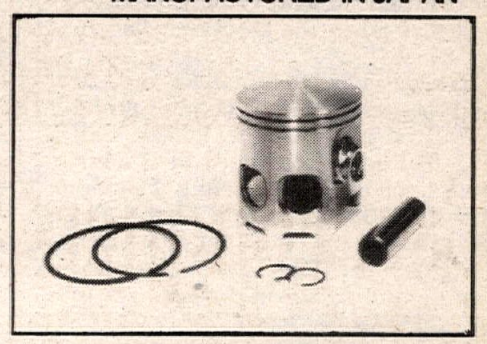

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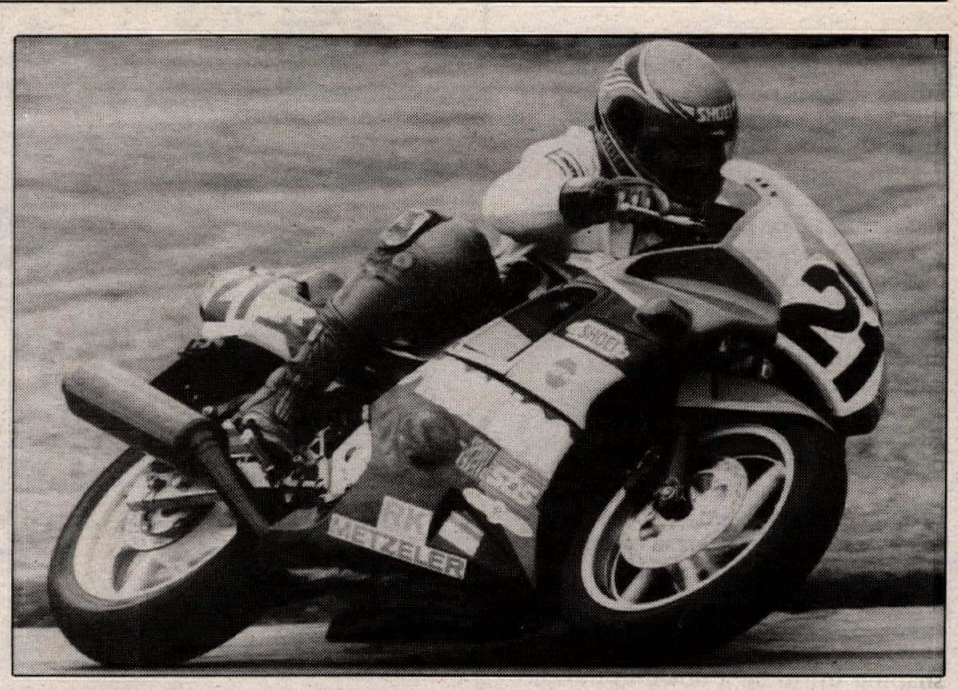
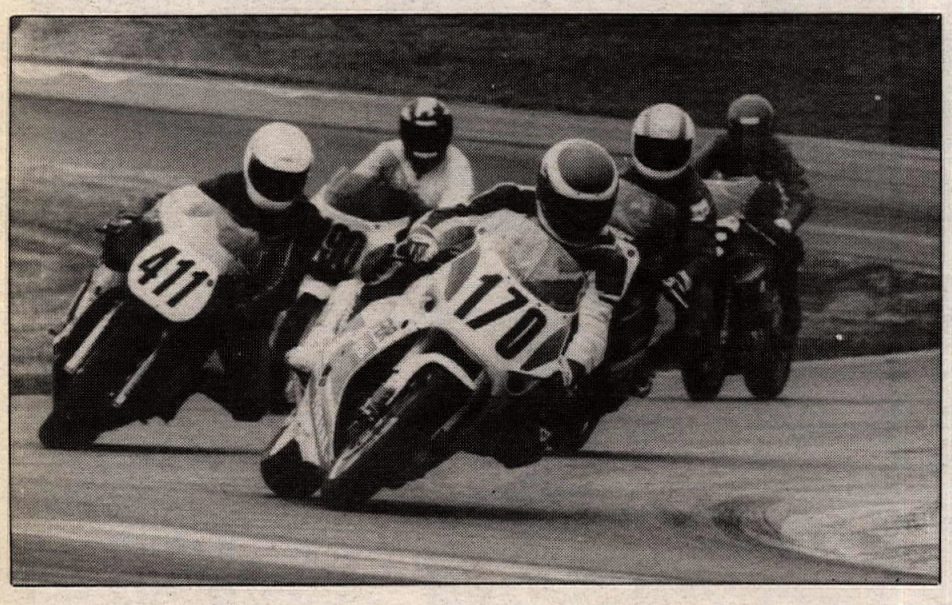
ROAD RACE SBS/Performance Machine WERA National Endurance Series: Round 5

Team Suzuki (1) won for the 65th time, beating Barely Human Racing.



Motion Systems Racing won the Mediumweight Production class at Grattan.

The Grattan 8-Hour saw Barely Human (170) have its best-ever finish.



Force Racing gets back underway after a brief pit stop.

Team Suzuki wins Grattan Eight-Hour

By Larry Lawrence

GRATTAN, MI, MAY 17

Team Suzuki Endurance won their fourth WERA Endurance in five tries at the eight-hour event held at Grattan Raceway in west Michigan. Michael Martin, Britt Turkington and Kurt Hall, riding a Valvoline-backed Suzuki GSXR750, outlasted former arch-rivals the Human Race Team and 50 other teams to win at the twisty two-mile circuit. The Grattan win marks the 65th time that the California-based team has taken the checkered flag in first place.

Canada's Barely Human Racing had their best-ever finish, taking second overall on a Yamaha FZR1000. Hall N' Still Racing continued their domination of the Heavyweight Production class, finishing third overall and winning their class for the 14th straight time. The Cincinnati-based team's winning streak extends back to the middle of last season.

A cold and blustery day greeted the 52 teams as they lined up for the start of the only eight-hour race on the WERA endurance calendar. A considerable amount of excitement was generated by the showing of the Human Race Team. The former WERA National Championship team changed from Yamaha to Bimota over the winter and is now concentrating on the AMA/CCS National Endurance Series.

Another AMA regular, Dutchman Racing, came to Nelson Ledges a few weeks earlier and upset Team Suzuki Endurance. Many hoped HRT would give the powerful Suzuki team a run for their money.

Michael Martin put the gleaming Valvoline Suzuki into the lead at the drop of the green flag, but Fritz Kling started the HRT Bimota back in row seven and was quickly slicing his way to the front. By the second lap Kling (one of the winningest riders ever at Grattan) put the Yamaha-powered Bimota into the lead while Martin tried unsuccessfully to give chase.

"I figured I would try to follow Fritz around, but I was nearly crashing in every corner trying to stay with him," said Martin. "I finally decided to play it safe and let him go."

Kling's mastery of the hilly Grattan circuit was obvious as he pulled away, running near record 1-minute, 26-second lap times in the process. Team Suzuki Endurance was nearly two seconds per lap off the pace set by Kling.

"The Bimota is one of the best handling bikes I've ever ridden," said Kling. "It sits so low to the ground, you feel like you can flick it anywhere you want."

While Kling continued to pull away from Team Suzuki Endurance during the first hour, DAK Racing's Tom Wilson was riding comfortably in third. DAK has been making quite a splash on the WERA Endurance Series this year and first-year expert Wilson is a big reason for the team's success. Wilson honed his skills at Grattan and he showed his knowledge of the track by moving by Hall N' Still's Bruce Baldus early then widening his lead.

Kling was poised to lap Martin after just over an hour of racing, when TBA II blew an oil line bringing out the red flag. Rider Ward Cook and the TBA II Suzuki were covered in oil, but fortunately not much of the slick stuff made it to the pavement.

Kling was fuming in the HRT garage, upset that all of his hard work on the track would go to naught. At the restart, Team Suzuki Endurance would still be on the same lap. In effect, the race was starting all over and Kling had been just a couple of corners away from putting the National champs a lap down.

The race was restarted after a short 20-minute delay. Once again, Team Suzuki Endurance took the early lead, this time with Turkington at the controls. Soon it was Kling and the HRT Bimota winning a drag race with the Valvoline Suzuki down the front straight and the Humans were back in the lead. One lap later the lead was three seconds; then five; then eight . . . it appeared it would be a good day for the Humans.

Chesapeake Motorsports moved up into fourth behind DAK Racing and was holding off a tightly bunched group of teams that included Hall 'N Still, Team Machine, Barely Human, and Force Racing.

Halfway through the second hour Kling was spotted pushing the Human Race Team bike back to the pits. Team Suzuki Endurance flew by, taking over the lead. The problem on the Bimota was an experimental rechargable battery; the compact batteries proved to be good for only an hour and a half of racing. The team had several other batteries on hand but a big problem was that the battery would expire without warning, shutting down the fuel pump and immediately killing the motor.

After Ray Yoder had a chance to ride the bike for a while the team pulled out of the race for good. "I don't think the batteries are going to last that long and we'll end up having to push the bike back in from who knows where," said crew chief Dave Zupan. The Human Race Team threat was over.

Team Suzuki Endurance was now out front but couldn't relax as the pesty DAK Racing team was right on their tail. DAK had beaten Kurt Hall and Jim Still on the Hall 'N Still Suzuki in a regional endurance event at Indianapolis last month, and now the Ohio-based team was after the big boys.

By the halfway mark in the race, Team Suzuki Endurance led with 140 laps. DAK was close, only one lap down on their Suzuki GSXR1100. Hall 'N Still was putting in another consistent performance and was running third with 136 laps. Force Racing checked in fourth with 135 laps followed by Barely Human and Team Machine each with 134 laps complete.

Team Suzuki Endurance's switch of their endurance mount from an 1100cc powerplant to a 750cc motor was proving a good move; the bike was getting excellent fuel mileage. After the riders' hour-and-a-half stints, the tank still held two gallons of gas. According to their crew chief, the change to the smaller motor was made to accommodate possible forays into other 750cc limit racing; FIM World Endurance Championship events are limited to 750cc motors.

A slight misting of rain fell on the track during the fifth hour with rain falling harder on the back section of the track. That left most of the track dry with a small wet section.

DAK's Wilson showed a little of his inexperience when he slid down on the wet tarmac. The DAK crew frantically went to work on the Suzuki and sent out Scott Seferian, but the bike never did handle well after Wilson's crash. Seferian fought valiantly to keep the bike in the race, but he finally succumbed to the ill-handling machine at the infamous Grattan Bowl. DAK Racing was out after nearly six hours of near perfect endurance racing.

Now Team Suzuki Endurance could breath easy. With only two hours left in the race, their nearest competitor, Hall 'N Still Racing, was 14 miles behind them.

The Heavyweight Production race, as it has at several tracks this year, was shaping up to be a down-to-the-wire affair. Hall 'N Still held the lead, but Force Racing was right there, never more than a lap off.

A team that really began moving up the ranks late in the race was Barely Human Racing. After the Human Race Team retired Fritz Kling remained human, but just barely. Barely Human picked up Kling for a final dash to the checkered flag. During hour seven, Kling moved the team from fourth to second, zipping past the HNSR/Force battle in the process.

In the other classes, Team Rush'N Racing took a lesson from Barely Human and recruited Dean Hayes from Team Dreaded after they crashed out. Doug Arter and Scott Evans, with help from Hayes, won the Mediumweight Superbike race on a Yamaha FZR600. It was the best finish of the season for the Milan, Ohio-based team.

Motion Systems won their second Mediumweight Production race, following up a win at Road Atlanta. Chris Hughes, Mike Hughes, Tony Pauseo and Mike Leslie rode the team's immaculate Honda CBR 600 F-2 to eight place overall.

Cincinnati-based F&S Racing won the Lightweight race in a close battle with Deals Gap Racing. The win is the third in four starts for F&S. Chris Sweeny teamed with Reuben Frankenfield on the F&S Yamaha FZR400.

Up front, Team Suzuki wrapped up the race with a six-lap lead over Barely Human. The defending champs averaged 73.5 mph during the eight hour-race, and 40 of the 52 starting teams were still running at the finish.

The win strengthens the Team Suzuki's lead in the series points chase. After five races Team Suzuki has 780.97 points to Hall 'N Still's 650.93 points. Roswell Racing is third in the standings with 578.3 points. CN

Results

O/A: 1. Team Suzuki Endurance (Suz) 294 laps; 2. Barely Human (Yam) 288; 3. Hall 'N Still Racing (Suz) 287; 4. Force Racing (Yam) 286; 5. Team Machine (Suz) 285; 6. Chesapeake Motorsports (Yam) 283; 7. Team Rush'n Racing (Yam) 283; 8. Motion Systems Racing (Hon) 280; 9. Team Gateway (Suz) 279; 10. Team Breeze (Suz) 278; 11. Arclight Racing (Hon) 278; 12. F&S Racing (Yam) 277; 13. Deals Gap Racing (Yam) 277; 14. Roswell Racing (Suz) 274; 15. Cycle Speed Racing (Yam) 272; 16. Ehlerding Motorsports (Yam) 271; 17. Illinois Kawasaki Endurance (Kaw) 271; 18. Madness Racing (Yam) 270; 19. Rhythm Racing (Suz) 267; 20. Knee On Racing (Suz) 265.

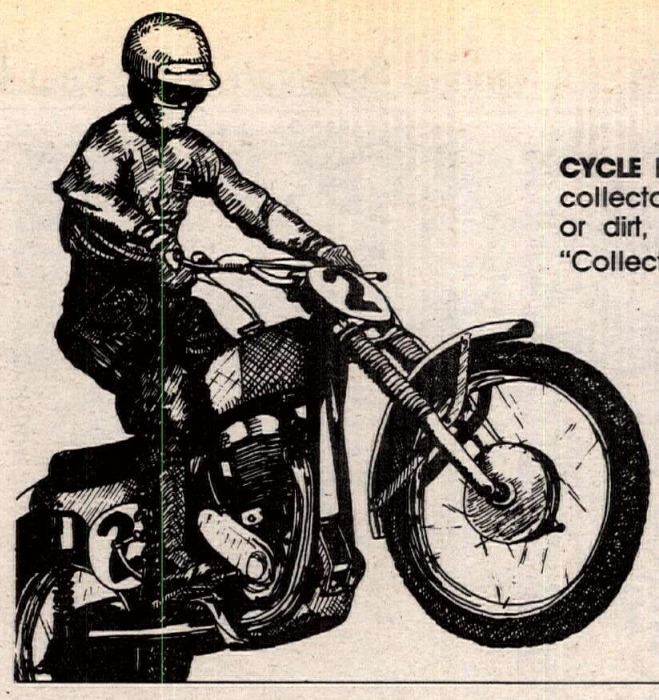
H/W SB: 1. Team Suzuki; 2. Barely Human; 3. Team Gateway; 4. Team Breeze; 5. Knee On Racing.

M/W SB: 1. Team Rush'n Racing; 2. Ehlerding Motorsports; 3. Madness Racing; 4. Red Hot Racing; 5. Team Pasta Marin.

H/W PROD: 1. Hall 'N Still Racing; 2. Force Racing; 3. Team Machine; 4. Chesapeake Motorsports; 5. Roswell Racing.

H/W PROD: 1. Motion Systems Racing; 2. Arclight Racing; 3. Cycle Speed Racing; 4. Rhythm Racing; 5. Northern Boys Racing.

L/W: 1. F&S Racing; 2. Deals Gap Racing; 3. Show Me Racing; 4. One More Time Racing; 5. Fingertight Racing.



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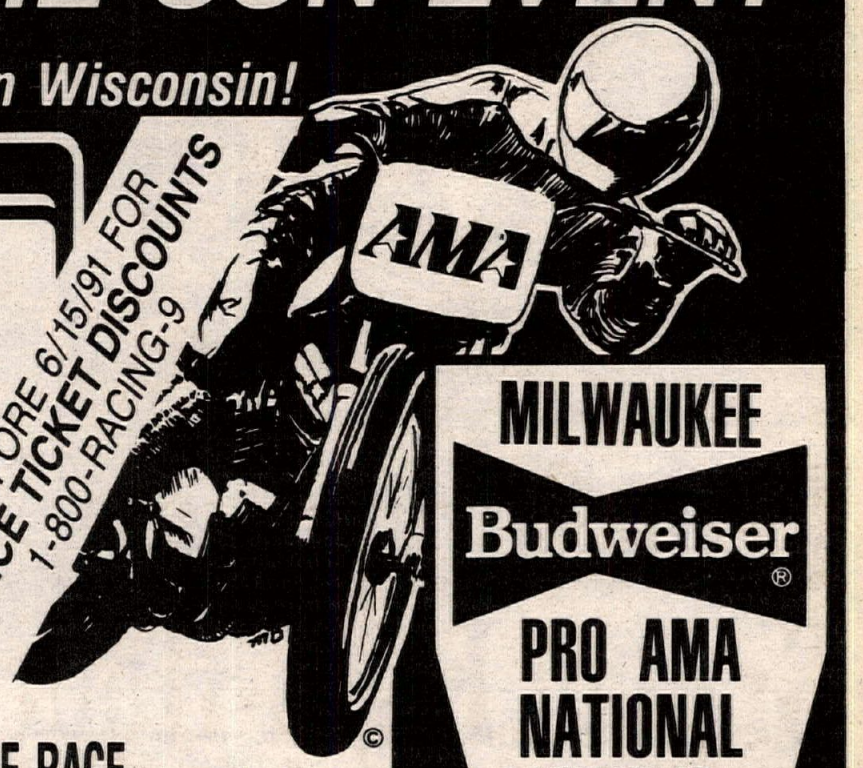

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LOCAL EVENTS

Tyson Vohland (31) led Tommy Clowers (78) and Robert Naber (15) at the start of the Texas Ultracross main event.

Ron Tichenor topped the 125 and 250/500cc Pro classes at Budds Creek MX Park.

Tichenor tallies wins at Budds Creek Motocross

By Jonathan Beasley
Photo by Dave Olchak

BUDDS CREEK, MD, MAY 18-19

Tuf Racing's Ron Tichenor walked off with $1800 for winning the 125 and 250/500cc Pro classes at the $7500 Pro Challenge at Budds Creek MX Park. Tichenor, who earned $1100 for his 10th-place finish in the Meadowlands Supercross the night before, and several other top privateers travelled south from New Jersey to compete in the event, which also attracted more than 500 Amateur class entrants.

At the start of the first 125cc Pro moto, Mike Brown, the runner-up in the previous night's 125cc Eastern Regional main in the Meadowlands, grabbed the holeshot followed by local rider Tom Welch. By the end of the first lap, Tichenor and Doug Dubach had moved by Welch and they set off to battle for second. Brown pulled out a five-second lead, but at the halfway point his Honda coasted to a stop. Dubach shot into the lead when he jumped past Tichenor, and the two stayed together until the checkered flag where Dubach beat Tichenor. Cliff Palmer and Barry Carsten finished third and fourth.

Dubach got stuck in the gate at the start of moto two and watched as Tichenor grabbed the lead. Brown was quickly in Tichenor's shadow and as the two banged bars their blistering pace carried them away from the pack. Dubach was on a fast pace of his own as he worked up from last to seventh by the halfway mark. At the end of the race Tichenor was able to break away from Brown to score the win, while Dubach made a last-lap pass on Carsten to claim third at the finish.

Ron Lechien blasted his Pro Motion Kawasaki KX500 into the lead at the start of the first 250/500cc Pro moto with Dubach, Tichenor, Brown and Keith Bowen tucked in behind. The top five quickly gained an advantage over the rest of the pack, and Lechien led the pack until a blown head gasket slowed his charge. Dubach took over in the lead with Tichenor, Brown and Bowen in tight formation just behind. They stayed that way and crossed the finish line together but with no change in the order. Carsten finished fifth while Lechien limped home for sixth.

Lechien grabbed the holeshot again in moto two and the 1985 125cc National Champion quickly pulled out a lead over Tichenor, Dubach, Mike Jones and Jim Neese. After pulling away for several laps, Lechien's one-year layoff, primarily due to a broken leg, started to show near the halfway point. Tichenor had passed Dubach, and soon Lechien fell victim to the two charging riders. Lechien managed to hold third for the rest of the moto and followed winner Tichenor and runner-up Dubach across the finish line. Jones remained in fourth at the finish while Neese completed the top five. CN

Results

125 PRO: 1. Ron Tichenor (Suz); 2. Doug Dubach (Yam); 3. Barry Carsten (Suz); 4. Cliff Palmer (Suz); 5. Mike Jones (Suz).

250 PRO: 1. Ron Tichenor (Suz); 2. Doug Dubach (Yam); 3. Ron Lechien (Kaw); 4. Mike Brown (Hon); 5. Mike Jones (Suz).

Mickey Thompson Off-Road Championship GP: Round 6

Vohland victorious in Texas Stadium

Photo by David Goodspeed

DALLAS, TX, MAY 18

Tyson Vohland took the lead on second lap of the 12-lap 250cc Ultracross main event then thwarted challenges by defending Ultracross Champion Mike Craig to score the win in Texas Stadium.

Robert Naber led the first lap, and after Kawasaki/Yoko/Pro Circuit/Maxima/Dunlop-supported Vohland got by on lap two Naber slipped back to an eventual 14-place finish. Craig, who won the second heat and started on one of the back rows, quickly moved up from seventh to third behind former Ultracross Champion Jim Holley. Craig passed Holley on lap three and then hounded Vohland to the finish line where he finished second, just a few feet behind Vohland.

Holley stayed with Craig and Vohland until he fell on lap eight, which allowed Larry Brooks, who won heat two and started just behind Craig, to take over third. Brooks held his position to the finish over fourth-place finisher Kyle Lewis, while Holley recovered from his fall to finish fifth. CN

Results

HEAT 1: 1. Larry Brooks (Kaw); 2. Kyle Lewis (Yam); 3. Tyson Vohland (Kaw); 4. Jason Edwards (Kaw); 5. Tommy Clowers (Kaw); 6. Duane Benner (Yam); 7. Robert Naber (Suz); 8. Tim Hodes (Hon); 9. Joe Benyak (Suz); 10. Kent Elliff (Suz); 11. Michael McIntyre (Yam); 12. Dan Fresh (Yam); 13. Roger Ewing (Kaw); 14. David Wilson (Kaw).

HEAT 2: 1. Mike Craig (Kaw); 2. Chad Pederson (Yam); 3. Jim Holley (Yam); 4. Terry Tinney (Kaw); 5. Heath Kirkland (Suz); 6. Chad Clark (Kaw); 7. Darryl Wills (Hon); 8. Ed Verhelst (Kaw); 9. Jeff Talley (Kaw); 10. Dennis Hawthorne (Kaw); 11. Mark Lange (Yam); 12. Scott Chesser (Hon); 13. Stephen Mitchell (Yam).

MAIN: 1. Tyson Vohland (Kaw); 2. Mike Craig (Kaw); 3. Larry Brooks (Kaw); 4. Kyle Lewis (Yam); 5. Jim Holley (Yam); 6. Chad Pederson (Yam); 7. Tommy Clowers (Kaw); 8. Dennis Hawthorne (Kaw); 9. Terry Tinney (Kaw); 10. Jeff Talley (Kaw); 11. Duane Benner (Yam); 12. Ed Verhelst (Kaw); 13. Tim Hodes (Hon); 14. Robert Naber (Suz); 15. Joe Benyak (Suz); 16. Heath Kirkland (Suz); 17. Chad Clark (Kaw); 18. Kent Elliff (Suz); 19. Darryl Wills (Hon); 20. Jason Edwards (Kaw).

ULTRACROSS POINT STANDINGS: 1. Mike Craig (298); 2. Larry Brooks (223); 3. Jim Holley (203); 4. Kyle Lewis (187); 5. Chad Pederson (158); 6. Lowell Thomson (150); 7. Ryan Carlisle (129); 8. Tommy Clowers (122); 9. (TIE) Phil Lawrence/Tyson Vohland (108); 11. Andy Grider (57); 12. Russ Wageman (51); 13. (TIE) Darrin Hoeft/Bader Manneh (42); 15. Shawn Wynne (41); 16. Jeremy McGrath (23); 17. Jimmy Button (21); 18. Brett DeVries (20); 19. (TIE) Duane Benner/Scott Takacs (19).

Staten smokes 'em at Glen Helen Stadiumcross

By Seymour Bettys

SAN BERNADINO, CA, MAY 10

Rex Staten topped the talent-laden 250cc Pro class at the CMC sanctioned night motocross at Glen Helen Raceway. Staten posted a pair of consistent finishes to secure his victory.

Jeff Emig took control of the first moto early on, and fended off the race-long challenges of Buddy Antunez. Staten started in fourth, but snuck past Jimmy Gaddis to finish the moto in third place. Emig styled across the finish line ahead of Antunez, Staten and Gaddis. Billy Felts charged through the pack to finish fifth.

Felts stormed out of the gate in the second moto, ahead of Staten, Antunez, Gaddis and Emig. While Staten looked for a way around Felts, Antunez had his hands full with a charging Gaddis. Emig ran fifth for three laps, but pulled from the track with mechanical problems. Felts held his lines and soared over the finish line tabletop, just ahead of Staten, Antunez and Gaddis. Staten's 3-2 topped Antunez's 2-3 for the overall, while Felts scored third overall with his 5-1 scores.

Results

BEG STK: 1. Dylan Lord (Yam); 2. Danny Pettingill (Yam); 3. Brian MacAfee (Hon); 4. Richard Tolson (Yam); 5. Chad Gaumer (Yam).
BEG MOD: 1. Danny Wilson (Yam).
60 9-11: 1. Jimmy Varis (Kaw); 2. Nick Puccio (Kaw); 3. Jonathon Schmidt (Kaw); 4. Dutin Ryley (Kaw); 5. Mike Norris (Kaw).
60 0-8: 1. Greg Landers (Kaw); 2. Chris Ranek (Kaw); 3. Eddie Frehette (Kaw); 4. Bryan Jaramillo (kaw); 5. Justin Jordan (Kaw).
80 EX: 1. Mike Metzger (Suz); 2. Larry Linkogle (Suz).
80 INT: 1. Jeff Willoh (Kaw).
80 JR: 1. Shawn Perolio (Hon); 2. Jon Raymond (Suz); 3. Jimmy Varis (Suz); 4. Chuck Enscoe (Suz); 5. John Sereika (Suz).
80 BEG: 1. Sammy Davis (Hon); 2. Doug Parsons (Suz); 3. Cory Sievers (Suz); 4. Mike Nickel (Suz); 5. Jerry Aleman (Suz).
125 BEG D-1: 1. John Turner (Suz); 2. Dean Gibson (Kaw); 3. Mark Crocker (Kaw); 4. Mike Molina (Hon); 5. Jason Fulcis (Yam).
125 BEG D-2: 1. Raymond Boweers (kaw); 2. Eric Carter (Kaw); 3. Matt Puccio (Kaw); 4. Brian McDougall (Hon); 5. Kevin Summers (Suz).
125 JR: 1. Jimmy Butler (Suz); 2. Mike Van Noorot (Suz); 3. Jason Letterski (Suz); 4. Todd Gould (Suz); 5. Mike Battista (Suz).
VET INT: 1. Paul Donelly (Suz); 2. Scott Wilkinson (Hon); 3. Pat Orescanin (Suz); 4. Bill Cotton (Yam).
125 INT: 1. Jack Cox (Kaw); 2. Ryan Johnson (Hon); 3. Todd Davis (Hon); 4. Donald Upton (Hon); 5. Tim Staufenbeil (Hon).
125 PRO: 1. Buddy Antunez (Suz); 2. Budd Erickson (Suz); 3. Mike Young (Suz); 4. Jimmy Gaddis (Suz); 5. Paul Cortez (Hon).
250 BEG: 1. Cameron Steele (Suz); 2. Kelly Howard (Kaw); 3. Tony Bandiera (Yam); 4. Mark Romagnoci (Yam); 5. Kelly McDougall (Hon).
500 BEG: 1. Troy Cunningham (Hon).
250 INT: 1. Ray McIntosh (Kaw); 2. Morgan Steele (Suz); 3. Anthony French (Yam); 4. Ryan Johnson (Hon); 5. Kelly Pichel (Kaw).
250 JR: 1. Brian Macee (Suz); 2. Paul Donnely (Kaw); 3. Scott Strangio (Cag); 4. Josh Ryan (Hon); 5. Tracy Archer (Yam).
250 PRO: 1. Rex Staten (Hon); 2. Buddy Antunez (Suz); 3. Billy Felts (Kaw); 4. Jimmy Gaddis (Suz); 5. Sean Pagel (Suz).
500 PRO: 1. Rex Staten (Hon); 2. Marc Peters (Hon).
VET JR: 1. Terry Varner (Yam); 2. Rodolfo Castaneda (Kaw); 3. Thad Friday (Yam); 4. Mike Carr (Hon); 5. Robert Wethern (Yam).
OT INT: 1. Ray Simmons (Suz).
OT JR: 1. Gale Webb (Hon); 2. Dan Fields (Yam).
WMN: 1.Bonnie Warch (Suz); 2. Karen Nielsen (Hon).
VET MSTR: 1. Bob Tippit (Hon).
UTH JR: 1. Robbie Keys.

Goleman gasses it at Lake Whitney Motocross

By Liz Surber

WHITNEY, TX, MAY 5

Matt Goleman captured the overall win in the 125cc Novice class at round four of the Texas Series, held at Lake Whitney Cycle Ranch.

In moto one, Mark Alleman started in fourth and moved up a position each lap.

Alleman took the lead away from Scotty Rice on the checkered flag lap. Rice, who had been out front the entire moto, settled for second and Danny Boynton received the checkers in third place, followed by Deacon James in fourth. Matt Goleman came from 19th place on lap one to fifth at the moto's end.

In moto two, Matt Goleman moved into first place on lap two and motored to the moto and overall wins. Matt Feil was second, while Danny Boynton finished third.

In the Over 25 Novice class, Chris Scoggins and Donnie Margraves battled over the win in the first moto, with Margraves coming out on top. Dan Taylor and Tod Day worked their way through the pack to claim third and fourth, respectively.

The second moto saw Taylor in first place, with Ronnie Hensarling in second. On the checkered flag lap, Margraves slipped around both of them, and took the moto win leaving second and third to Taylor and Hensarling, respectively.

In the Teeny Mini class, Dusty Fountain was the strong leader in the first moto. Sean Roden moved from third on lap one to second on lap two. Fountain held his position to the checkered flag. Dusty Carpenter started off in fifth, but finished third.

The second moto was identical to the first, as Fountain scored another win. Roden finished second again, but had to work harder for it in this moto, as he started in fourth. Carpenter and Johnson rounded out the top four.

Results

P/W: 1. Dusty Fountain; 2. Sean Roden; 3. Dusty Carpenter.
60: 1. Travis Elliott (Kaw); 2. Shawn Smith (Hon); 3. Jake Jones (Kaw).
MINI JR: 1. Carter Schneider (Suz); 2. Brandon Sanders (Kaw); 3. Travis Elliott (Kaw).
MINI SR 12-13: 1. Charley Bogard (Kaw); 2. Greg Duvall (Kaw); 3. Kevin Gravett (Suz).
MINI SR 14-16: 1. Clint Latham (Kaw); 2. Bill Akers (Kaw); 3. Brad Bonner (Kaw).
125 NOV: 1. Matt Goleman (Suz); 2. Danny Boynton (Suz); 3. Mark Alleman (kaw).
125 INT: 1. Joey Pratt (Kaw); 2. Todd Bates (Suz); 3.Eric Ricke (Kaw).
125 EX: 1. Terry Tinney (Kaw); 2.Jason Edwards (Kaw); 3. Jon Boyett (Suz).
250 NOV: 1. Jason Artinger (Hon); 2. Brian Younger (Yam); 3. Ronnie Hensarling (Kaw).
250 INT: 1. Todd Bates (Suz); 2.Keith Mundie (Kaw); 3. Dwain Carter (Hon).
250 EX: 1. Terry Mundie (Kaw); 2. Dwain Carter (Hon).
250 EX: 1. Terry Tinney (Kaw); 2. Jason Edwards (Kaw); 3.David Wilson (Kaw).
OPEN: 1. Jerry Moody (Kaw); 2. Billy DePriest (Kaw); 3. Joey Hardin (Kaw).
OVER 25 NOV: 1. Donnie Margraves (Kaw); 2. Dan Taylor (Hon); 3. Tod Day (Yam).
OVER 25 INT: 1. Dan McKinley (Yam); 2. Bruce Dugan (Hon); 3. Steve McCombs (Yam).
OVER 25 EX: 1. Keith Mundie (Kaw); 2. Joey Hardin (Kaw); 3. Joe Jordan (Kaw).
OVER 30 NOV: 1.Mark Bates (Kaw); 2. Scot Martin (Hon); 3. Scott Isbell (Yam).
OVER 30 INT: 1. Steve McCombs (Yam); 2. John Mitchell (Yam); 3. Ben Brown (Kaw).
OVER 30 EX: 1. Joe Jordan (Kaw); 2. Johnny Adams (Hon); 3. Jerry Joiner (Kaw).
OVER 40: 1. Chris Jones (Kaw); 2. Billy Boyd (Hon); 3. Roger Hardman (Yam).
MINI OPEN: 1. Clint Latham (Kaw); 2. Billy Akers (Kaw); 3. Charley Bogard (Kaw).
125 OPEN: 1. Joey Pratt (Kaw); 2. Todd Bates (Suz); 3. Kyle Parks (Hon).
MINI BEG: 1. Robbie Stoff (Hon); 2. Charlie Keplinger (Kaw); 3. Chris Torrance (Kaw).
125 BEG: 1. Alan McGehee (Hon); 2.Karl Gauldock (Kaw); 3. Tommy Rapp.
250/OPEN BEG: 1. Alan Bell (Hon); 2. Phil Plymale (Kaw); 3. Tim Heller (Yam).

Hershey dominates Amherst MX

By Peggy Adamic

AMHERST, OH, MAY 12

Jay Hershey scored the overall victory in the 250cc/Open Expert class by scoring perfect 1-1 moto finishes at the fourth round of the CRA Spring Series at Amherst MX.

Hershey shot out into the lead to begin moto one with Shane Smith on his wheel. The duo were chased by Trevor Vines, Greg Wheeler and Harold Robinson. Hershey and Smith ran tire to tire as Smith took over the lead to begin lap two. Manuel Arnold motored ahead of Robison for fifth as Jason Balas began to pick his way through the pack from his 12th place start. Smith held the lead for three laps until he crashed. Hershey inherited the lead ahead of Vines, Arnold, Wheeler and Balas. Smith was up in time to grab seventh behind Robison. It was smooth sailing for Hershey as the riders behind diced for second. Vines and Arnold banged bars for two laps before Arnold fell. Balas worked his way into third and went to work on Vines. Hershey took the win three and a half seconds ahead of Vines. Balas was less than a bike length behind Vines for third. Wheeler and Arnold rounded out the top five.

In moto two, Hershey once again motored into the lead through turn one with Vines, Robison, Wheeler and Smith. In lap four, Smith motored around Robison, to take third followed by Balas. Wheeler got into trouble and dropped back to sixth. Smith held third briefly until Balas passed him for third. Hershey took the checkered flag first as Vines and Balas again ran a tire-to-tire race to the end with Vines holding second inches ahead of Balas. Smith and Robison rounded out the top five.

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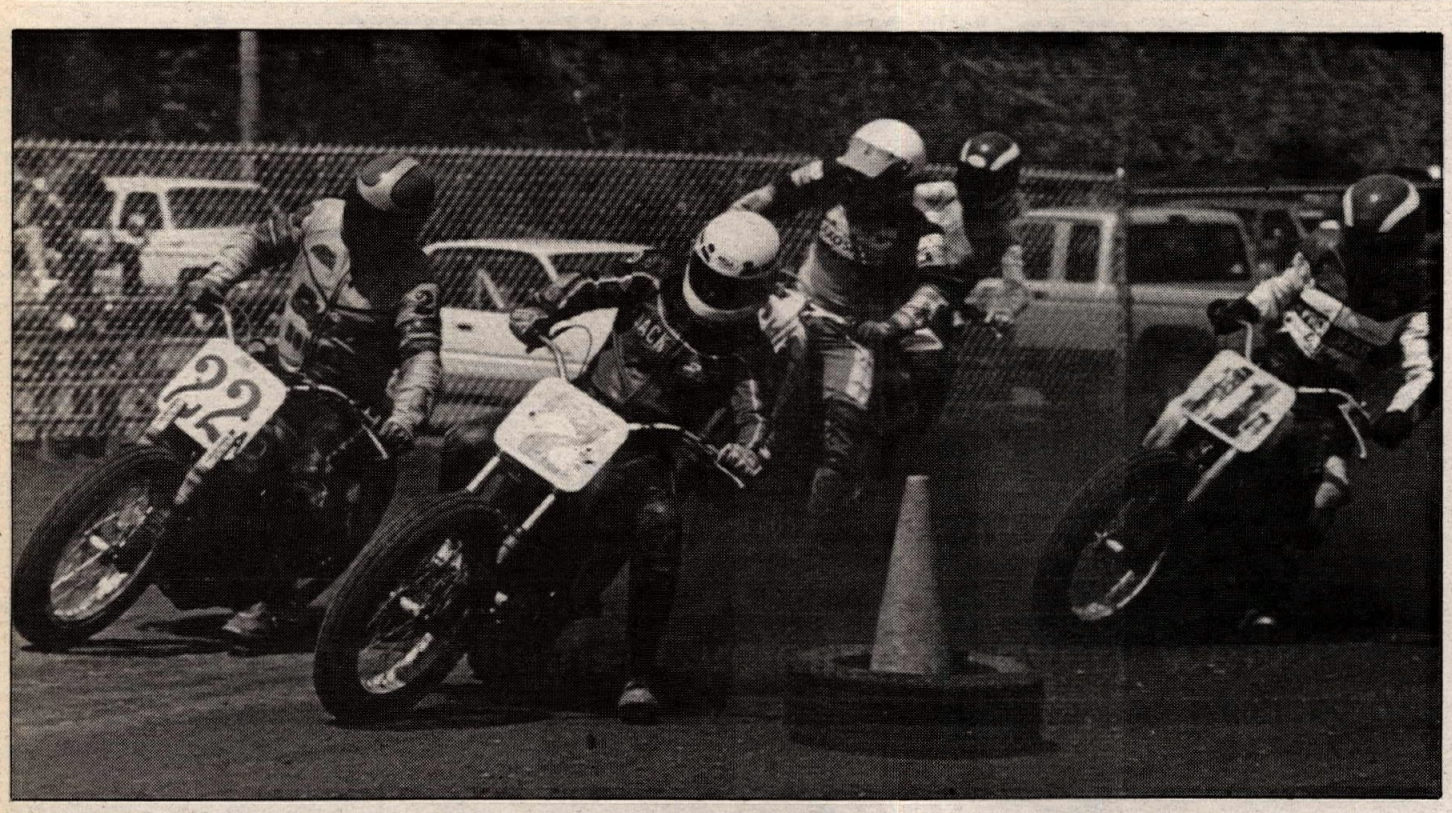
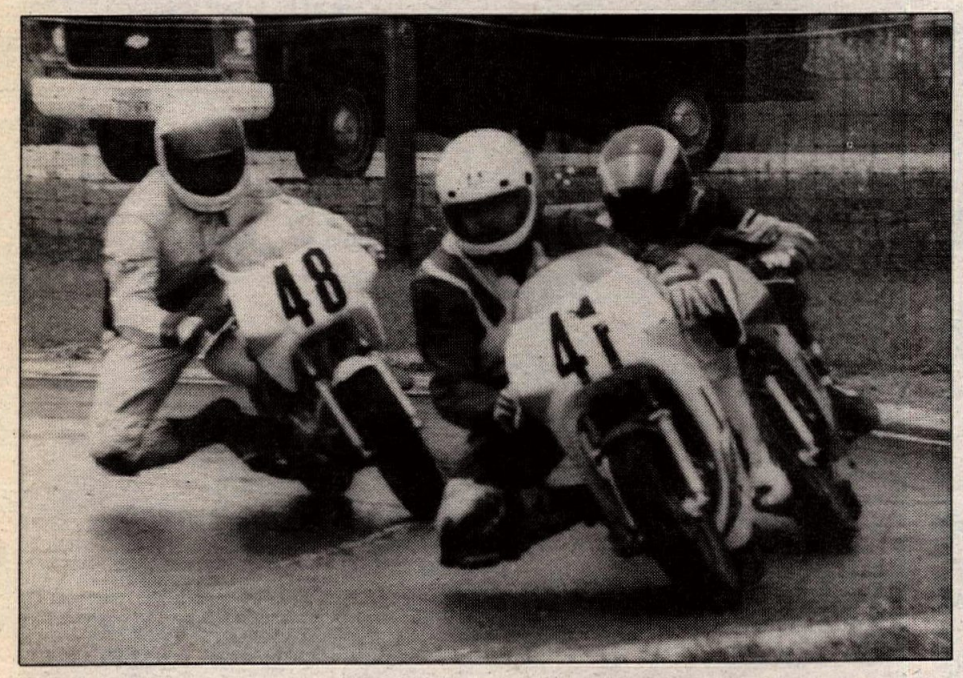


Jack Franklin (7F) holeshot the Open B final and went on to win at Pine Grove TT. Rick Hawk (11A) finished third.

Darin Cooley (41) led Jimmy Adams (48) at Heart of Texas Raceway.



Jeff Wooledge grabbed four moto wins en route to the 125 and 250cc B class wins. The Penton Honda/Willo Hardware-backed rider came from behind to win the first 125cc B moto. Vince Karnow held the early lead with Wooledge taking over the lead two laps into the race. Chuck Francisco held the lead briefly as both Wooledge and Karnow went down during the battle for first. Wooledge regained the lead and took the checkers 10 seconds ahead of Karnow, who had moved ahead of Francisco on the final lap.

Wooledge had to work his way from a fifth-place start to begin moto two but once in the lead, there was no looking back. Karnow started in midpack but by midmoto was in second, five seconds behind Wooledge. The duo were followed through the checkered flag by Dave Jones and Eric Nepodal.

Results

50 P/W: 1. Larry Rust (Yam); 2. Micky Marshall (Yam); 3. Tad Zweifel (Yam); 4. Troy Coventry (Yam); 5. Ted Zweifel (Yam).

JR MINI: 1. Levin Henninger (Suz); 2. Ryan Edixon (Hon); 3. Bo Bowman (Kaw); 4. Chad Wright (Kaw); 5. Larry Rust (Kaw).

SR MINI: 1. Brock Sellards (Hon); 2. Karl Scott (Su); 3. Adam Bechdel (Kaw); 4. Jake Davis (Kaw); 5. John Davis (Kaw).

SCHBY: 1. Vince Karnow (Suz); 2. John Kidd Jr. (Hon); 3. Adam Bechdel (kaw); 4. Tim Pustelak (Suz); 5. Bill Roberts (Hon).

125 EX: 1. Jeff McCune (Suz); 2. Jason Balas (Hon); 3. Jay Hershey Suz); 4. Trevor Vines (KTM); 5. Mike Howell (Hon).

250/OPEN EX: 1. Jay Hershey (Suz); 2. Trevor Vines (KTM); 3. Jason Balas (Hon); 4. Greg Wheeler (Hon); 5. Shane Smith (Suz).

125 B: 1. Jeff Wooledge (Hon); 2. Vince Karnow (Suz); 3. Dave Jones (Suz); 4. Chuck Francisco (Suz); 5. Darin Zaremba (Yam).

250 B: 1. Jeff Wooledge (Hon); 2. Shane Peck (Hon); 3. Eric Jaekle (Hon); 4. Chris Rollin (Kaw); 5. Sandi Parisi (Kaw).

OPEN B: 1. Dave Blauman (Hon); 2. Jeff Johnson (Yam); 3. Dan Morgan (KTM).

SR 2: 1. Dan Morgan (KTM); 2. Don Sprague (Hon); 3. Chuck Barracaro (Suz).

125 C: 1. Derrick Smith (Suz); 2. Ron Flick (Suz); 3. John Grasso (KTM); 4. Jeremy Warren (Hon); 5. Joe Lawson (Hon).

250 C: 1. C.J. Klein (Kaw); 2. Steve Ray (Yam); 3. Chuck Neff (Hon); 4. Shane Geringer (Suz); 5. Carl Davis (Kaw).

PLUS 25: 1. Steve Wilmington (Kaw); 2. Henry Hauenstein (Hon); 3. John Bell (Hon); 4. Jason Senick (Hon); 5. Joe Klebau (Hon).

Carmichael captures Heart of Texas YSR win

By Audrey Menarik

WACO, TX, MAY 18-19

Doug Carmichael won the Unlimited class at the Yamaha YSR 50 Gold Cup Series season opener, held at the Heart of Texas Kartway.

The Sprint races saw lots of action in the Unlimited class, which had one of the largest fields of the day. Carmichael got the holeshot on his amazingly fast YSR superbike. Jimmy Adams, on his Yamaha YZ80 powered YSR was a threat to Carmichael for the first few laps, but he couldn't stay with Carmichael, who went on for an easy win.

The semi annual Saturday night endurance race boasted record entries. To accommodate all the racers, classes were split into Novice and Expert divisions. All experts mounted production bikes for their endurance race. Jay Deaton started for Team And They Walked Away, after suffering a cracked collarbone in a practice crash. Deaton could manage only 20 minutes on the slick, physical track before handing over the rest of the race to teammate Doug Carmichael. Carmichael topped House of Wheels by two laps to win the Expert Endurance class.

In the Superbike Novice class, Darin Cooley briefly held the lead until a nasty crash put him out of the race on the fourth lap. Damon Harvey took the lead, while Tommy Hayden left his brother Nicky to battle with Recil Hart. Nicky made a last lap pass to take third place.

All eyes were on the Race Of Champions Production race, as 11 qualifiers lined the grid. Although the battle for the lead was intense in this race, it was all for naught as the first and second place finishers, experts Greg Abbott and John Ewing, were later disqualified for modified cylinders in the mandatory tear-down. Damon Harvey took home the first place trophy after he easily passed the tear-down. Chuck Ergle was awarded second, and Nicky Hayden scored third.

Results

SATURDAY

EX PROD: 1. And They Walked Away (Carmichel/Deaton 154); 2. House Of Wheels (Ergle/Ewing 152); 3. Team Tonka (Hickman/Carter 149); 4. Bill LeSueur (146); 5. Happy Cat Racing (Flett/Adama 146).

NOV PROD: 1. Team Moto Liberty (Inman/Menarik 137); 2. Caldwell Racing (Wirtz 135); 3. Data Forms Racing (Merrick/Hayward 134); 4. Cooley/Waugh (134); 5. WFO (Comegys/Strikland (130).

NOV S/BK: 1. Fly'n Flea (T. Hayden 146); 2. Hart & Earl (R. Hart 146); 3. Dominate Force (Reed/Mark 136); 4. Turtle Power (N. Hayden 135); 5. House Of Wheels (Marsh/Earthman 106).

SUNDAY

BEG: 1. Nicky Hayden; 2. Mark Wirtz; 3. Darin Cooley; 4. Tommy Hayden; 5. John Merrick.

L/W NOV: 1. Tommy Hayden; 2. Nicky Hayden; 3. Zach Lee; 4. Chris Reed; 5. Sharon Earthman.

M/W NOV: 1. Jay Hayward; 2. Greg Mesa; 3. Bo Strickland; 4. Lamar Felder.

H/W NOV: 1. Damon Harvey; 2. Darin Cooley; 3. Craig Waugh; 4. John Merrick; 5. Recil Hart.

EX: 1. Michael Carter; 2. Jay Deaton; 3. Bill LeSeur; 4. Tommy Hayden; 5. Chuck Inman.

12-23: 1. Damon Harvey; 2. Jed Davis; 3. Tommy Hayden; 4. Nicky Hayden; 5. Mark Wirtz.

24-29: 1. Jay Deaton; 2. Tommy Hickman; 3. Jim Adams; 4. Chuck Inman; 5. Darin Cooley.

30-UP: 1. Michael Carter; 2. Chuck Ergle; 3. Bill LeSeur; 4. Norman Estes; 5. Tony Wright.

S/SPRT NOV: 1. Jay Hayward; 2. Nicky Hayden; 3. Tommy Hayden; 4. Darin Cooley; 5. Mark Wirtz.

S/SPRT EX: 1. Michael Carter; 2. Jay Deaton; 3. Bill LeSeuer; 4. Tommy Hickman; 5. Chuck Ergle.

S/BK NOV: 1. Damon Harvey; 2. Tommy Hayden; 3. Nicky Hayden; 4. Recil Hart; 5. Chris Reed.

S/BK EX: 1. Greg Abbott; 2. Jay Deaton; 3. Tommy Hickman; 4. Chuck Ergle; 5. Michael Carter.

U/L: 1. Doug Carmichael; 2. Jim Adams; 3. Greg Abbott; 4. Tommy Hayden; 5. Nicky Hayden.

ROC PROD: 1. Damon Harvey; 2. Chuck Ergle; 3. Nicky Hayden; 4. Jed Davis; 5. Tommy Hayden.

ROC S/BK: 1. Doug Carmichael; 2. Greg Abbott; 3. Tommy Hickman; 4. Michael Carter; 5. Tommy Hayden.

Team Excel tops Hallett RR

By Lawrence Patrick

HALLETT, OK, MAY 11

Team Excel broke a 14-race winning streak by Team K&N at the second round of the Yamaha Gold Cup Endurance Series, held at Hallett Raceway.

Twenty-one teams started the 150 mile race with Sam McDonald on the K&N Racing FZR600 Yamaha leading the pack into turn one, followed closely by Team Excel's Dewayne Davis, Team Superbike's Marty Coyne, GT Racing's Jim Dominigus and Double Express's Darnell Dorsey. By lap three K&N Racing and Team Excel began opening a gap on a good battle for third between Team Superbike, Double Express and GT Racing. K&N Racing pulled out to a 10 second advantage over Team Excel by lap 10, while GT Racing began to drop off the pace. Team Superbike held off Double Express until lap 14, when their ride came to an abrupt end when the chain jumped off. This left Double Express in third as they went one lap down to K&N Racing, who now held an 18-second lead over Team Excel. Team Motorcycle Doctor had been steadily moving through the field and was now running in fifth place.

Team Excel pitted on lap 38 with Robert Blevins rejoining the race a lap down to K&N Racing. On lap 40, rain began to fall, catching a lot of riders off guard. The pace car was brought onto the track with nine bikes down in five different corners. K&N Racing took advantage of the slowed pace and pitted with Phil McDonald coming out of the pits just one bike away from keeping Team Excel a lap down. As the pace car pulled off the track, K&N Racing quickly passed Team Excel and began to add to their one lap lead. GT Racing held off Motorcycle Doctor and Hoame Lab for third.

With a comfortable lead, it appeared as though K&N Racing had the cruise control on, but on lap 58 they had an unscheduled pit stop with a broken shift linkage. The crew scrambled for spare parts, as Phil McDonald reentered the race with the bike stuck in third gear. Two laps later they re-entered the pits to tie wrap the shift lever, as it was dragging the ground. Team Excel was only 40 seconds behind.

When K&N Racing pitted on the 64th lap to replace the shift linkage, Team Excel inherited the lead. Sam McDonald re-entered the race and began to chase the leader. Lap 74 saw the two bumping and fighting over the lead spot, with K&N Racing taking the lead at the checkered flag, only to find out they had lost a lap in the pits. This gave Team Excel the overall win dropping K&N Racing to second overall, followed by GT Racing, Motorcycle Doctor and Hoame Lab.

Results

O/A: 1. Team Excel (Suz); 2. K&N Racing (Yam); 3. GT Racing (Suz); 4. Motorcycle Dr. (Yam); 5. Hoame Lab (Yam); 6. Radical Angle (Suz); 7. R U Racing (Suz); 8. Greasy Ring (Hon); 9. Swift Current; 10. And Racing.

Sassaman hot at Pine Grove TT

By Len Breech

PINE GROVE, PA, MAY 19

Eric Sassaman maintained his early-season hot streak by claiming the 250cc and Open A class wins as the Flying Dutchmen held their first TT scrambles of the season. While Sassaman won the points paying events, he lost to Kevin Varnes in the "run-what-you-brung," four-lap Dash For Cash that ran at the completion of the regular races.

Kevin Varnes grabbed the lead from Sassaman, Joe Bromley and Mike Varnes as the 250cc A class came out of the infield switchback. As they came out of the fourth turn on the second lap, Sassaman slipped under Varnes and Bromley also got by as Varnes got out into the loose dirt. Once in the lead, Sassaman pulled away, as the order stayed the same to the flag.

After two restarts for downed riders, the Open A class got underway with Sassaman the leader over Mark Burkholder, Harold Brossman and Randy Shank. While Burkholder stayed fairly close to winner Sassaman at the finish, Shank slipped under Brossman as they entered the infield to capture third.

Jake Johnson held the lead as the 65cc class came out of the infield with Benjamin Miller and Brody Miller behind. Brody had led at the start but fell in the infield and was several yards behind his cousin. After three laps, Brody took over second and gradually started to close the gap on Johnson. As they came out of the final turn on the eighth lap, Johnson got a little sideways and Brody shot by for the win.

Jack Franklin led Chuck Blessing, Rick Hawk and Robert Sassaman in the Open B final. Franklin and Blessing pulled away from the field while they staged a close, race-long battle for the win that went to Franklin.

Results

55: 1. William Russell (Hon); 2. Jimmy Owens (Yam); 3. Scott Morrison (Yam); 4. Eric Hackman (M-M); 5. Robert Hatlon (Suz).

65: 1. Brody Miller (Yam); 2. Jake Johnson (Kaw); 3. Benjamin Miller (Yam); 4. Billy Stillwell (Kaw).

85 A: 1. Ricky Winsett (Suz); 2. John Winsett (Suz).

85 B: 1. Mike McKee (Kaw); 2. Shane Harris (Yam); 3. Paul Allison (Ind); 4. Brandon Bills (Suz).

200 A: 1. Ricky Winsett (Yam).

200 B: 1. Todd Winsett (Hon); 2. Chad Hackman (Yam); 3. Mark Keslick (Hon); 4. Nick Arment (Suz); 5. Charles Bills (Hon).

250 B: 1. Kevin Miller (Suz); 2. Chuck Blessing (Yam); 3. Donald Strohm Jr.; 4. Wayne Skiles (Yam); 5. Dan Perry (Yam).

250 A: 1. Eric Sassaman (Yam); 2. Joe Bromley (Suz); 3. Kevin Varnes (Yam); 4. Mike Varnes (Yam); 5. Buzz Skiles (Yam).

VET: 1. Mark Burkholder (Yam); 2. Harold Brossman (Yam); 3. Steve Bromley (Suz); 4. Joe Heberling (Yam); 5. Mark Crosby (Hon).

OPEN B: 1. Jack Franklin (Hon); 2. Chuck Blessing (Yam); 3. Rick Hawk (Yam); 4. Todd Temple (Hon); 5. Bill Geissele (Hon).

SR: 1. Luke Zechman (Yam); 2. Wayne Franklin (Suz); 3. Dennis Miller (Yam); 4. Glen Miller (Car); 5. Ronald McGinnis (Yam).

OPEN A: 1. Eric Sassaman (Hon); 2. Mark Burkholder (Yam); 3. Randy Shank (Rtx); 4. Harold Brossman (Yam); 5. Billy Bromlay (Suz).

Ferragamo fast at LACR Night MX

By Tony Alessi

PALMDALE, CA, MAY 17

Tony Ferragamo soared to a pair of wins in the 125cc Novice class during the California Racing Club's night motocross at Los Angeles County Raceway.

Ferragamo led the way in the first moto but crashed hard landing over a triple jump.

Ferragamo injured his ankle but ignored the pain and went on to a commanding victory. Chris Allen worked his way to second at the finish in front of third-place Jim Buntin and Jared Jacobsmeyer.

Ferragamo again dashed to the lead in the second moto, but this time Allen was hot on his heels. The two riders put time on third-place Buntin and began a moto-long battle for the lead. Buntin crashed out of contention while Tracy Asher filled the third spot. Allen continued to show his front wheel to Ferragamo the rest of the moto, but Ferragamo held tough for the victory. Allen rode to a runner-up finish in front of Jacobsmeyer.

Over 20 riders plowed through the first turn at the start of the first 125cc Beginner first moto. During the first lap it was a bit frenzied as riders locked bars, crashed and swapped out of control, while sorting themselves out. Steve Corteville assumed the lead early on and held it to the checkered flag followed by Tom McLaughlin and Bobby Hall. Randy Lippie made an admirable charge from the back of the pack to well inside the top 10.

"I signed up late and I didn't realize you line up where you sign up," Lippie said, "but I am going to holeshot the next moto, no matter what."

Lippie's words became reality as he pulled nearly a five-bike length holeshot at the start of the second moto. Lippie maintained the lead until halfway through the moto when he began to fade.

"I smoke three packs of cigarettes a day and I felt like I was going into cardiac arrest," Lippie said.

Lippie was passed by eventual winner Tom McLaughlin as his pace began to slow dramaticly. On the next lap both Craig Carlson and Deric Mattox passed Lippie as he slipped backwards to an eventual fifth-place finish.

"I expected to get tired since I don't practice, don't work on my bike and I smoke too much," Lipped explained.

Results

P/W A: 1. Jonathan Shimp (Yam); 2. Daryl Eckland (Yam).
P/W B D-1: 1. William Hammel III (Yam).
P/W B D-2: 1. James Thompson (Yam); 2. Jason Frey (Yam); 3. Steve Cisar (Yam); 4. Anthony Barbacovi II (Yam); 5. Michael Brown (Yam).
60 0-8: 1. Jonathan Shimp (Kaw).
60 9-11: 1. Michael Young (Kaw); 2. Jason Larkin (Kaw).
80 BEG: 1. Kenneth Reed (Kaw); 2. Mark King (Yam); 3. Eric Chase (Suz); 4. Kris Fulmore (Suz); 5. Steve Young (Kaw).
80 NOV: 1. Jason Fonseca (Kaw); 2. Bobby Killian (KTM); 3. Chris Neitzel (Kaw).
80 INT: 1. Jay Theys (Suz).
125 BEG: 1. Tom McLaughlin (Kaw); 2. Carl Carlson (Suz); 3. Steve Corteville (Hon); 4. Derick Mattox (Hon); 5. Anthony Flacomn (Suz).
125 NOV: 1. Tony Ferragmo (Kaw); 2. Chris Allen (Suz); 3. Jared Jacobsmeyer (Yam); 4. Tracy Asher (Suz); 5. Josh Stevens (Hon).
125 INT: 1. Damon Huffman (Kaw); 2. Colin Couto (Kaw); 3. Jesse Tewksnury (Suz); 4. Sean Bradley (Yam).
125 PRO: 1. Darrin Hoeft (Suz).
250 BEG: 1. Abe Blunda (Hon); 2. Erik Kleven (Hon); 3. Bob Wood (Hon); 4. Nick Davenport (Hon); 5. Chuck Kober (Kaw).
250 NOV: 1. Bob Phillips (Hon); 2. Tracy Asher (Suz); 3. Billy Paul (Suz); 4. Jeff Frey (Hon); 5. Jared Jacobsmeyer (Yam).
250 INT: 1. Ryan Vonlossberg (Suz); 2. Richie Sherman (Suz); 3. David Chase (Kaw); 4. Tony Barranti (Hon).
250 PRO: 1. Tim Telford (Kaw); 2. Jon Zahrt (Su); 3. Andy Grider (Kaw); 4. Andrew Ellis (Suz); 5. Mike Dunlap (Yam).
500 BEG: 1. Jason Trubey (Kaw); 2. Steve Dunn (Kaw); 3. Eric Beier (Hon).
500 INT: 1. Will Dickson (Hon).
VET BEG: John Murray (Suz); 2. Randy James (Hon); 3. Greg Worthen (Yam); 4. Rick Flores (Hon); 5. Dan Bernardino (Suz).
VET NOV: 1. Dave Osterman (Yam); 2. James Bower (Kaw); 3. John Brickner (Yam); 4. George Jimenez (Kaw); 5. Lance Messner (Yam).
VET INT: 1. Richard Bunch (Kaw); 2. Alan Anderson (Kaw); 3. Mark Neal (Suz).
VET EX: 1. Bob Kline (Hon); 2. Larry Baker (Suz); 3. George Wallace.
JR VET BEG: 1. Greg Hunsaker (Suz); 2. Craig Godshall (Yam); 3. Lior Verner (Hon); 4. K.O. Halfhill (Kaw); 5. Steve Holzer (Kaw).
JR VET NOV: 1. John Davis (Hon); 2. Eric Selder (Yam); 3. Keith Brown (Suz); 4. Tony Stumpf (Yam); 5. Jim Tatone (Suz).
JR VET INT: 1. Tim Wahlberg (Yam).
SR: 1. Dal Trubey (Kaw).

Scherb slides to Boyd ST win

By Gary Kidd

BOYD, TX, MAY 17

Scott Scherb won the Expert Short Track class at Boyd Raceway.

Marc Williams grabbed the holeshot in the Expert main, with Scott Scherb and Charlie Orr on his tail. On lap two, Scherb got around Williams, while Orr remained in third. For the next six laps, the field remained tight, with no passing among the front-runners. On lap eight, Orr passed Williams coming out of turn two, and at the finish, closed on Scherb. Scherb scored the win with Orr second and Williams in third.

Williams jumped off his 600cc Harley-Davidson and onto a 250cc Honda for the 250cc main, scoring a convincing win. On his tail were Jason Thompson and Billy Kennedy.

In the 500cc class Pete Hunter scored the win ahead of Jeff Pizer and Chris Pizer.

Pete Hunter won the 50cc TT class topping Chris and Jeff Pizer. Brian Barnhill rode across the line in fourth.

Results

ST
50: 1. Pete Hunter (Hon); 2. Jeff Pizer (Yam); 3. Chris Pizer (Yam); 4. David Barnhill (Itj).
80: 1. Alez Shinn (Suz); 2. James Thompson (Hon).
125: 1. Billy Kennedy (Kaw); 2. Brandon Atwood (Yam); 3. Casey Burton (Yam); 4. Trey Glasco (Yam).
250: 1. Marc Williams (Hon); 2. Jason Thompson (Yam); 3. Billy Kennedy (Hon); 4. Kenny Eatinger (Hon); 5. Casey Burton (Yam).
EX: 1. Scott Scherb (H-D): 2. Charlie Orr (Hon); 3. Marc Williams (H-D); 4. Ty Howard (Hon); 5. Mark Young (H-D).
TT
50: 1. Pete Hunter (Hon); 2. Chris Pizer (Yam); 3. Jeff Pizer (Yam); 4. Brian Barnhill (Itj).
MC: 1. Jason Thompson (Yam); 2. Brandon Atwood (Yam); 3. Trey Glasco (Yam).
EX: 1. Scott Scherb (H-D); 2. Clayton Hull (Hon); 3. Mike Weedin (Hon).

Liebmann on top at New Hampshire Vintage MX

By Carl Hokanson

LOUDON, NH, MAY 11

Kurt Liebmann scored double class victories at the US Classic Racing Association season opener, held at New Hampshire International Speedway. Liebmann won the 500cc and Heavyweight Super Vintage classes.

The combined 500, 350 and 250cc Vintage feature got underway with Todd Henning easing into first followed by Richard Peterson, Liebmann, Tom Verville and Wayne McAllister heading the 500cc field, while Jon Morell led the 350cc class ahead of Tim Quartz and Gary Morell aboard 250s.

Henning began to leave the pack while Liebmann moved into second. Verville put the lock on third as he moved around Gary Morell.

Liebmann began to pressure Henning as the white flag flew. Liebmann took the flag a wheel ahead of Henning after a spectacular last-lap pass.

The second feature saw Chris Gould get the jump on Liebmann, Ricky Soles and Henning. The second wave's Open and Lightweight classes saw Gerry Wood ace the start, well ahead of Pete Kogut and Verville. Wood's motor broke and locked the rear wheel up. The bike did a pirouette and sent Wood slamming into the ground. Pete Kogut inherited the lead, despite Verville's best attempts to win.

Results

H/W S/VINT: 1. Kurt Liebmann (Hon); 2. Rick Soles (Yam); 3. Chris Gould (M-G).
OPEN: 1. Pete Kogut (Mor); 2. Tom Verville (BMW); 3. Richard Peterson (Hon).
L/W S/VINT: 1. Jon Morell (Duc); 2. Gary Modell (Duc); 3. Tim Courts (Duc).
VINT 259/350/500: 1. Kirt Liebmann (Hon); 2. Todd Hemming (Hon); 3. Tom Verville (BMW); 4. Richard Peterson (Hon); 5. Ross Greaves (Nor).

Donnelly dashes to Glen Helen Stadiumcross win

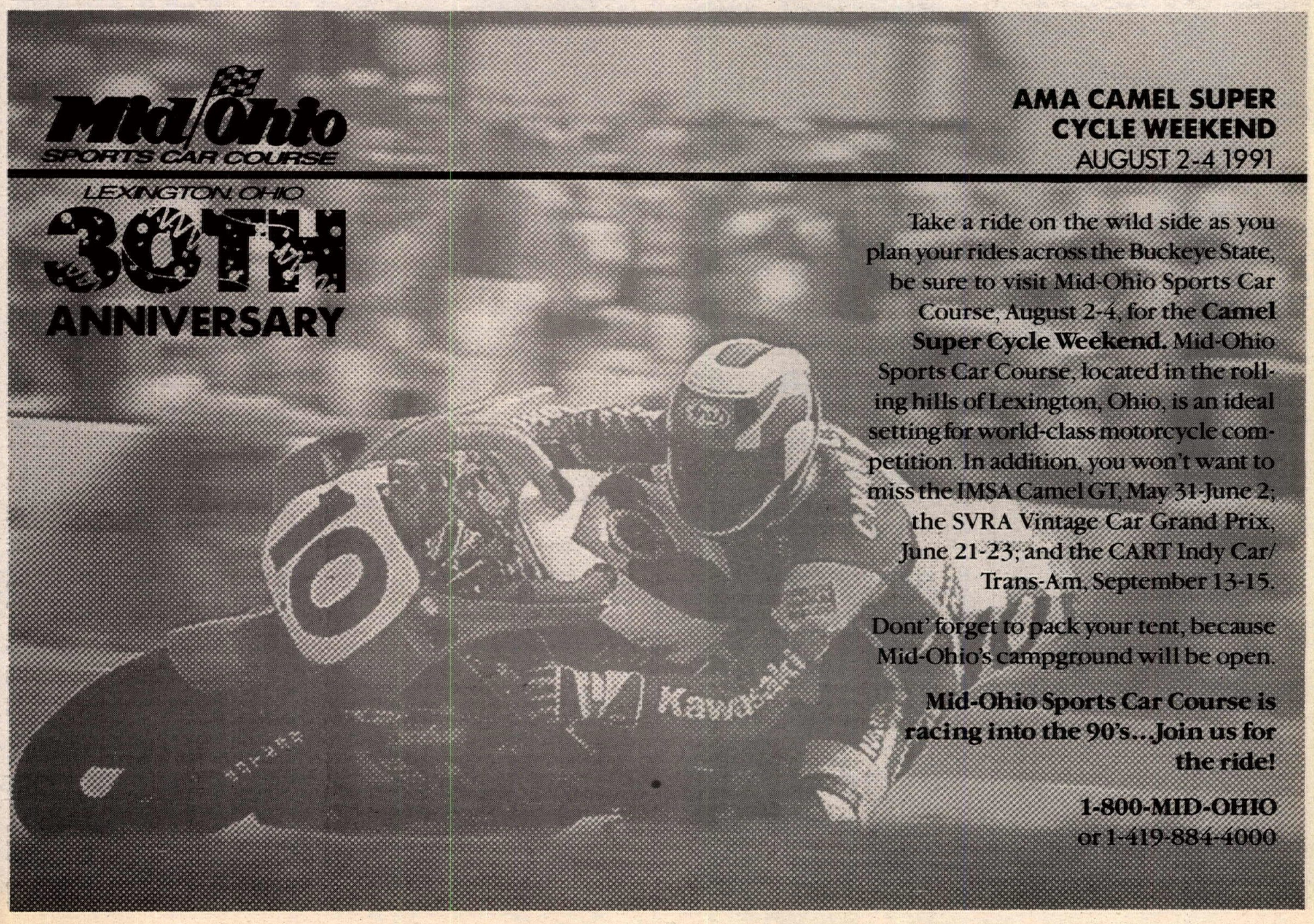
By Seymour Bettys

SAN BERNADINO, CA, MAY 17

Paul Donnelly made short work of the 250cc Junior class at CMC night motocross, held at Glen Helen Park, as he roosted away to double moto wins aboard his Shoei/Race Tech-backed Kawasaki.

Donnelly grabbed a huge holeshot at the drop of the gate in the opening moto, and led David Schmidt and Tim Sinclair through the first set of double jumps. With a clear track ahead of him, Donnelly made the track look smooth as he began to pull away from the rest of the pack. Meanwhile, Sinclair began to pressure Schmidt, and found his way past in a set of stadium whoops. Once into second, Sinclair closed on Donnelly, but was never a threat. Donnelly scored the first moto win ahead of Sinclair, Schmidt and Anthony Benavidez.

When the gate dropped for the second moto, Donnelly led Brad Kinney, Sinclair and Schmidt onto the track. Once again, Donnelly began to establish a commanding lead while



LOCAL EVENTS

Dan Loer (192) passed Tom Grant (190) in the 250cc B class at the Peoria Supercross.

Mike Little finished second in the 250cc Junior class at Sunrise MX Park.

Sinclair struggled to get into second. Sinclair flew into second over the finish line tabletop, but could do little to reel in Donnelly. Donnelly scored the moto and overall wins ahead of Sinclair, Schmidt and Benavidez.

Jeremy McGrath trounced the competition in the 125 and 250cc Pro classes, winning all but one of the motos he entered. In the 125cc Pro class, McGrath led Buddy Antunez and Jimmy Gaddis across the finish line in convicing fashion, and in the second moto topped Gaddis and Chris Young. Antunez was mired at the start and could only manage a fifth in the second moto. McGrath was unchallenged for the overall, while Gaddis' 3-2 topped Antunez's 2-5 for second overall.

In the 250cc Pro class, Gaddis scored the first moto victory after McGrath suffered a poor start. McGrath worked into second, but Gaddis fended off all charges made by the Team Peak/Pro Circuit rider. Antunez crossed the finish line in third, just ahead of Billy Felts.

McGrath took control early in the second moto, and motored away to the moto and overall wins. Antunez scooted into the runner up spot to earn second overall, while Gaddis salvaged third with a sixth in the second moto.

Results

P/W STK JR: 1. Ross Garcia (Yam); 2. Jason Skutt (Yam); 3. Johner Faulkner (Yam).
P/W STK BEG: 1. Dylan Lord (Yam); 2. Danny Pettinsill (Yam); 3. Brian MacAfee (Hon); 4. Richard Tolson (Yam); 5. Call Wallace (Yam).
P/W MOD: 1. Johner Faulkner (Yam); 2. Jason Skutt (Yam); 3. Shawn Drovin (Yam); 4. Ross Garcia (Yam).
60 0-8: 1. Greg Landers (Kaw); 2. Roland Rodriguez (Kaw); 3. Jason Skutt (Kaw); 4. Bryan Jaramillo (Kaw); 5. Justin Jordan (Kaw).
60 9-11: 1. Bob Hernandez (Yam); 2. Mark Johnson (Kaw).
80 JR
Jon Raymond (Suz); 2. Jason Howard (Kaw); 3. John Sereika (Suz); 4. Chuck Enscoe (Suz); 5. Sammy Davis (Hon).
80 BEG: 1. Cory Sievers (Suz); 2. Mike Nickel (Suz); 3. Josh Borges (Kaw); 4. Tyson Taylor (Hon).
80 EX: 1. Mike Metzger (Suz); 2. Steve Andrich (Kaw); 3. Steve Hengeveld (Kaw); 4. Larry Linkogle (Suz).
80 OPEN: 1. Steve Wisdom (Kaw).
80 INT: 1. Jeff Willoh (Kaw); 2. Jason Shirey (Kaw).
125 BEG D-1: 1. Max Nelson (Yam); 2. Ken Bitterolf (Suz); 3. John Turner (Suz); 4. Dean Gibson (Kaw); 5. Mark Crocker (Kaw).
125 BEG D-2: 1. Eric Carter (Kaw); 2. Raymond Bowers (Kaw); 3.Matt Alexander (Suz); 4. Shawn Copeland (Suz); 5. Dave Farns (Kaw).
125 JR: 1. Angelo Ingrande (Kaw); 2. Steve Van Sickle (Hon); 3. Jason Letterski (Suz); 4. James MacKay Jr. (Kaw); 5. Lawrence Lewis (Yam).
125 INT: 1. Jack Cox (Kaw); 2. Aaron Wenstrop (Suz); 3. Todd Davis (Hon); 4. Tim Staufenbeil (Hon); 5. Nick Morgan (Suz).
125 PRO: 1. Jeremy McGrath (Hon); 2. Jimmy Gaddis (Suz); 3. Buddy Antunez (Suz); 4. Bubba Erickson (Suz); 5. Billy Felts (Kaw).
250 BEG: 1. Kelly Howard (Kaw); 2. Todd Wyatt (Hon); 3. Jason Vigil (Yam); 4. Danny Pabon (Hon); 5. Woody Beckley (Hon).
250 JR: 1. Paul Donnelly (Kaw); 2. Tim Sinclair (Hon); 3. David Schmidt (Suz); 4. Anthony Benevidez (Suz); 5. Brad Kinney (Yam).
250 PRO: 1. Jeremy McGrath (Hon); 2. Buddy Antunez (Suz); 3. Jimmy Gaddis (Suz); 4. Chris Young (Suz); 5. Shaun Kalos (Kaw).
250 INT: 1. Tim Staufenbeil (Hon); 2. Anthony French (Yam).
500 INT: 1. Bob Tippit (Hon); 2. Brad Sloan (Hon).
500 JR: 1. Mark Fitgerald (Hon); 2. Randy Van Dyke (Hon); 3. Todd Varble (Hon).
VET JR: 1. Terry Varner (Yam); 2. L.C. Soto (Kaw); 3. David Holland (Hon); 4. Mike Carr (Hon); 5. Randy Green (Hon).
UTH INT: 1. Scott McKey (ATK); 2. Gary Wagner (Kaw).
UTH JR: 1. Brad Kinney (Yam); 2. Robbie Keys (Yam).
VET MSTR: 1. Bobby TIppit (Hon); 2. David Fisher (KTM).
VET INT: 1. Tony Berluti (Suz); 2. Paul Donnelly (Kaw); 3. Bob Bland (Hon).
OT MSTR: 1. Buster Lawrence (Yam).
OT JR: 1. Jim White (Suz).

Jackson tops Peoria Supercross

By Dave Hoenig

PEORIA, IL, MAY 19

Junior Jackson topped the combined 125 and 250cc A, B and C classes at the Tote Gray and Grayboy Productions Supercross, held at Peoria Speedway.

Using a rubber band start on the front straight of the short track, the motocrossers had to flat track it into turn one, where they dove into the infield. Other than crossing to and from the outback, this would be the only time spent on the smooth oval. Once in the infield, a series of turns and jumps led across turn two, out the pit gate and into another series of tight turns and jumps. Entry back into the infield was achieved by jumping the wall, and landing on the bank of turn two. Quick left and right turns, and a double jump led to the finish line.

A small rider turnout forced the A, B and C classes to be combined in the 125 and 250cc races. As the only A rider, Jackson easily dominated all three motos in both classes.

Matthew Sprayer won the 125cc B class, topping Brandon Jeffery and Tim Danron in all three motos.

In the 250cc B class, Tom Grant and Don Loer argued over the point position, with Loer coming out on top. Grant was second, ahead of David Neys and Jason Blankenship.

Results

JR MINI: 1. Gregory Noelken (Yam).
80: 1. Scotty Weaterington (Suz); 2. Nick Spierowski (Kaw); 3. Shane Martin (Suz); 4. Shawn Kennedy (Hon).
125 A: 1. Junior Jackson (Hon).
125 B: 1. Matthew Spayer (Hon); 2. Brandon Jeffery (Hon); 3. Tim Danron (Hon); 4. Paul Moreno (Hon); 5. Roger Broaddus (Hon).
125 C: 1. John Donovan (Kaw).
125 SCHBY: 1. Nicholas Segal (Suz).
250 A: 1. Junior Jackson (Hon).
250 B: 1. Dan Loer (Kaw); 2. Tom Grant (Hon); 3. David Neys (Hon); 4. Jason Blakenship (Hus); 5. Tom Bledsoe (KTM).
250 C: 1. Paul Williamson (KTM).
500-OPEN: 1. Brad Wilkinson (Kaw).
30+: 1. Phil Ranks (Hon).
VINT: 1. Denny Goodman (Yam); 2. Henry Barrett (Hon).

Hilbert hauls at Portland MX

By Dan Meeker

PORTLAND, OR, MAY 16

John Hilbert won the 125cc Beginner class at Portland International Raceway's Thursday night motocross.

When the first moto broke from the gate, Brad Parnell stole the holeshot, but on the first lap was passed by Hilbert and Todd Livingston.

On the second lap, Parnell charged through a sweeper and retook second from Livingston. A few seconds later, Livingston crashed back to 10th. Parnell moved into the lead when he overtook Hilbert on the uphill. On the final lap, Thomas passed Hilbert and Parnell to take over the lead. The first moto ended with Thomas out front, Hilbert second and Ellis finishing third.

Parnell scored the second moto holeshot ahead of Hilbert and Milton. Linse and Thomas worked their way by Gitch to take over third and fourth, respectively. The top five riders were all close and it appeared that the positions might hold. But, on the final lap Hilbert kept it pegged through the whoops and muscled his way past Parnell to take over the lead. Hilbert scored the moto and overall wins. Ellis finished the moto in fourth, which combined with his third in moto one earned second overall.

Results

W/P/W: 1. Kelvin Schoen (Yam); 2. Jason Hess (Yam); 3. Cassandra Stewart (Yam).
P/W 6-8: 1. Kelvin Schoen (Hon).
P/W 9-11: 1. Jason Hanson (Kaw); 2. Mike Storm (Hon); 3. John Burgoyne (Kaw).
WMN: 1. Kelly Smith (Hon); 2. Janet Dean (Yam); 3. Carol Younce (Suz).
MINI BEG: 1. Unknown; 2. Jody Clark (Hon); 3. Josh Arthur (Kaw).
MINI JR: 1. Brian Martin (Hon); 2. Kevin Eakin (Hon); 3. Nathan Gravelle (Kaw).
MINI INT: 1. Mike Ulven (Kaw); 2. T.J. Webber (Kaw); 3. Robert Holtgrew (Kaw).
125 BEG D-1: 1. John Hilbert (Hon); 2. Kory Ellis (Suz); 3. Jay Thomas (Kaw).
125 BEG D-2: 1. Joshua Bruce (Suz); 2. Todd Kibble (Kaw); 3. Jim Hilbert (Kaw).
125 JR: 1. Matt Krause (Yam); 2. Ed Pearson (Hon); 3. Ernie Gendron (Suz).
125 INT: 1. Forrest Transue (Kaw).
125 PRO: 1. Grayson Hart (Hon); 2. Darren Rogers (Hon); 3. Dan Ulven (Kaw).
250 BEG D-1: 1. Scott Sherrell (Hon); 2. James Shimer (Hon); 3. Mike Peck (Hon).
250 BEG D-2: 1. James McKean (Suz); 2. Mike Bren (KTM); 3. Tim Siddall (Suz).
250 JR: 1. Marty Zirbel (Hon); 2. James Knight (Yam); 3. Brett Sorenson (KTM).
250 INT: 1. Jason McCormick (Hon); 2. Richard Lee (Kaw); 3. Chad Gravelle (Kaw).
250 PRO: 1. Jamie Munson (Hon); 2. Unknown; 3. Dan Ulven (Kaw).
OPEN BEG: 1. Robert Alford (Hon); 2. Jay Thomas (Hon); 3. Michael Cardenas (Hon).
OPEN JR: 1. Chris Peterson (KTM).
OPEN INT: 1. Tony Martin (Hon).
25-30: 1. Randolph Hubbard (Kaw); 2. Kurt Stevens (Hon); 3.Keith DiBrino (Hon).
VET C: 1. Rod Kness (Yam); 2. Michael Dean (Yam); 3. Rick Spiering (Hon).
VET B: 1. James Knight (Yam); 2. Ron Kent (Yam).
VET A: 1. Reid Goldmann (Hon); 2. Dave Eakin (Hon); 3. Kip Templeton (Hon).
40+ NOV: 1. Randy Layne (Hon); 2. Joe Gary (Yam).
40+ AM: 1. Milt Harden (Suz); 2. John Foster (Suz).
40+ EX: 1. Mike Perry (Suz); 2. Roger Knight (Hon); 3. Mike Hickman (Yam).

Asher bounces to Sunrise MX win

By David Procida

ADELANTO, CA, MAY 19

Tracy Asher rolled over the competition in the 125 and 250cc Novice classes at round three of the CRC Dunestown Series.

Brian Hill grabbed the holeshot in the first 250cc Novice moto, with Mike Little and Asher in tow. Asher jumped past Little and set after Hill. Hill failed to clear the tabletop, and Asher soared into the lead. Little was next to displace Hill, as he too, used the tabletop jump to his advantage. Asher greeted the checkered flag ahead of Little, Hill and Jack Ketteul.

C.T. Watanabe rocketed off the line in the second moto, but Asher bounced past in the rockers. Once out front, Asher pulled out to a comfortable lead and scored the win. Little stormed up from a poor start and began to pressure Watanabe for second, but almost went down when he came up short on the tabletop. Little eventually worked past and crossed the finish line in second. Asher was uncontested for the overall, Little was second, and Watanabe scored third.

Asher started mid-pack in both 125cc Novice motos, but wove through the pack to score both moto wins.

Greg Keim scored the win in the first moto of the Junior Vet Novice moto after chasing down early leader Pete Csulak. In the second moto, Scott Wilder held the early lead, but once again, Keim motored past and went on to score the win. Csulak was second overall, ahead of Bruce Chriswell.

Results

P/W A: 1. Christopher Tocco (Yam); 2. Ross Garcia (Yam).
P/W B D-1: 1. Wes Brooks (Yam); 2. David McFarland Jr. (Yam); 3. Robert Roberts (Yam).
P/W B D-2: 1. James Thompson (Yam); 2.Jerry Martinez (Yam); 3.Nathan Pamintuan (Yam); 4. Jack Haden (Yam); 5. Scott Simon (Yam).
60 0-8: 1. Blake Viens (Kaw); 2. Kurt Nelson (Kaw); 3. Tyson Tittlemier (Kaw).
60 9-11: 1. Shad Viens (Kaw); 2.Justin Scullen (Kaw); 3. Michael Young (Kaw); 4.Jason Larkin (Kaw); 5. Mike Norris (Kaw).
80 BEG: 1. Sean Medeiros (Kaw); 2. Justin Niens (Kaw); 3. Eric Anderson (Kaw); 4.Jonathan Schultz (Suz); 5. Shawn Dolmage (Suz).
80 NOV: 1. Rick Elrod (Kaw); 2. Chris Neitzel (kaw); 3. David Walters (Hon).
80 INT: 1. Scott Johnson (Suz); 2. D.J. Johnson (DSC).
125 BEG: 1. Fred Ogrim (DSR); 2. Paul Gilmartin (Kaw); 3. Carl Carlson (DSR); 4. Kevin Davidson (HDK); 5. Chip Crosby (Suz).
125 INT: 1. David Evilsizer (Suz); 2. Bob Sage (HDK); 3. Steve Moore (Suz).
125 PRO: 1. Eric Wicker (DSC).
250 BEG: 1. J. Glen Cohen (Kaw); 2. Jamie Young (Yam); 3. Bob Wood (Hon); 4. Erik Kleven (Hon); 5. Chuck Kober (Kaw).
250 NOV: 1. Tracy Asher (DSR); 2. Mike Little Tre); 3. C.T. Watanabe (Tre); 4. Ryan Lent (Yam); 5. Billy Paul (Suz).
250 INT: 1. Bill Sauro (Hon); 2.Jim Williams (Hon).
500 BEG: 1. Jon Hall (Hon).
500 NOV: 1. Tim Rash (KTM); 2. Scott Gilly (kaw); 3. Richard Martinez (Yam); 4. Frank Betcher (Hon).
500 INT: 1. Will Dickson (Hon); 2.Jerry Ehler II (Kaw); 3. Franklin Betcher (Hon).
JR VET BEG: 1. Harvey Bohman Jr. (Hon); 2. John Lowell (Hon); 3. Craig Godshall (Yam); 4. Jeff Hendriksz (Yam).
JR VET NOV: 1. Greg Keim (Yam); 2. Pete Csulak (Suz); 3. Bruce Chriswell (Hon); 4. Brian Hill (Yam); 5. Paul Zelinsky (HDK).
JR VET INT: 1. Mike Little (Tre); 2. Franklin Betcher (Hon); 3. George Wallace; 4. John Pack (Yam); 5. Ron Malone (Hon).
JR VET EX: 1. Ed Verhelst (Kaw).
VET BEG: 1. Randy Lewis (Yam); 2.Clay Wilson (Hon); 3.Brian Fleming (Yam); 4. Darrell Brown (Hon); 5. Chris Slick (Hon).
VET NOV: 1. Johnny Bosanko (Hon); 2. Dennis Foster (Hon); 3. Bret Greening (Kaw); 4.Lance Messner (Yam); 5. Conrad Brooks (Kaw).
VET INT: 1. Greg Keim (Yam); 2. C.R. Brunson (Yam); 3. Brad Morrison.
VET EX: 1. Brad McLeod (Hon); 2. Greg Martinez (Hon); 3. George Wallace (Yam); 4. Clarke Coleman (Hon); 5. Randy Tittlemeir.
SR INT: 1. Bob Dunham (Yam).
SR EX: 1. Jim Draves (Yam).

Elliott aces Skeeter Motocross

By Liz Surber

ALGOA, TX, MAY 12

Travis Elliott topped 18 other competitors to capture the overall win in the Mini Mini class at the final round of the Texas Series, held at Skeeter MX Park.

Elliott stormed out of the gate in the first moto, and led all four laps en route to his uncontested win. Derek Gerdes charged into second place at the finish line, topping Shawn Smith and Michael Lowry.

The second moto was a repeat, as Elliott ran and hid from the competition. Gerdes again finished second, while Smith crossed the finish line in third.

Travis Elliott was the strong leader for all four laps. Charging just as hard right behind him was Derek Gerdes, who steered his machine into a solid second place win. Shawn Smith passed Michael Lowery, who was in third place, and held the gas on through the checkered flag. Lowery took the flag fourth followed by Beau Boynton in fifth. Second moto was a repeat performance with Elliott, Gerdes and Smith in the top three slots, but Boynton and Lowery exchanged places this moto. Overall winners were Elliott, Gerdes, Smith, Boynton and Lowery.

The 250cc Intermediate class saw some fast action. In moto one Billy DePriest was out front for the first three laps, but Keith Mundie took over the lead on the white flag lap and scored the win. Jeff Schwirtz started fourth but advanced to third place by lap four, and finished in second. DePriest settled for third followed by Mark Risha in fourth.

Moto two brought some surprises. Mundie held first place for three laps but was overtaken by Todd Bates, who dashed to the checkered flag. Finishing second was Mundie, while Risha claimed third.

In the Mini Junior (7-11) class, Carter Schneider led the first moto wire to wire. Brandon Sanders held a strong second, while Travis Elliott grabbed the checkered in third.

The second moto saw Sanders out in front, and first to the checkered flag with Schneider right behind him, and Elliott still in third.

In the Over 40 class, Billy Click led the way to the checkered flag in moto one. Tom Conner was second and Chris Jones passed Billy Boyd for the third spot.

In the second moto, Conner passed Jones on the second lap and didn't look back. Click passed Jones on lap three but Jones got him back on the next lap and held his position to claim second overall. Click settled for third.

Results

TEENY MINI: 1. Dusty Fountain; 2. Sean Roden; 3. Zack Williams.
MINI MINI: 1. Travis Elliott (Kaw); 2. Derek Gerdes (Kaw); 3. Shawn Smith (Kaw).
MINI JR: 1. Brandon Sanders (Kaw); 2. Carter Schneider (Suz); 3. Travis Elliott (Kaw).
MINI SR 12-13: 1. Wayne Lowery Jr. (Kaw); 2. Chris Cadieux (Yam); 3. Victor Aden (Kaw).
MINI SR 14-16: 1. Clint Latham (Kaw); 2. Brad Bonenr (Kaw); 3.Luke Glines (Kaw).
125 NOV: 1. Joey Moore (Kaw); 2. Deacon James (Hon); 3. Danny Boynton (Suz).
125 INT: 1. Todd Bates (Suz); 2. Mike Shirley (Hon); 3. Kyle Parks (Hon).
125 EX: 1. Terry Tinney (Kaw); 2. Jason Krempin (Hon); 3. Stan Chomer (Hon).
250 NOV: 1. Jason Artinger (Hon); 2. Chad Plumlee (Hon); 3. Ronny Huckabee.
250 INT: 1. Keith Mundle (Kaw); 2. Mark Risha (Kaw); 3. Todd Bates (Suz).
250 EX: 1. Terry Tinney (Kaw); 2. Stan Chomer (Hon); 3. Dave Shade Jr. (Kaw).
OPEN: 1. Billy DePriest (Kaw); 2. Joey Hardin (Kaw); 3. Greg Franks (Yam).
OVER 25 NOV: 1. Donnie Margraves (Kaw); 2. Alan Bell (Hon); 3. Tod Day (Yam).
OVER 25 INT: 1. Jerry Hill (Suz); 2. Dan McKinley (Yam); 3. Bruce Dugan (Hon).
OVER 25 EX: 1. Keith Mundie (Kaw); 2. Jerry Surber Jr. (Hon); 3. Joey Hardin (Kaw).
OVER 30 NOV; 1. Mike Trefetherd (Hon); 2. Scot Martin (Hon); 3. Richard Pae (Hon).
OVER 30 INT: 1. Brian Doran (Kaw); 2. Dougals Hall (Yam); 3. Tommy Pavelka (Hon).
OVER 30 EX: 1. Jerry Joiner (Kaw); 2. Jim Vaughn (Kaw); 3. Billy Smith (Hon).
OVER 40: 1. Tom Conner (Kaw); 2. Billy Click (Yam); 3. Chris Jones (Kaw).
MINI OPEN: 1. Clint Latham (Kaw); 2. Carter Schneider (Suz); 3.Brad Bonner (Kaw).
125 OPEN: 1. Todd Bates (Suz); 2. Lyle Parks (Hon); 3. Deacon James (Hon).
MINI BEG: 1. Ronnie Holden (Kaw); 2. Robbie Stoff (Hon); 3. Charley Keplinger (Kaw).
125 BEG: 1. Brentt Elkins (Hon); 2. Alan McGehee (Hon); 3. Roger Moore (Hon).
250-OPEN BEG: 1. Alan Bell (Hon); 2. Phil Plymale (Kaw); 3. Tim Heller (Yam).

Gomm grabs PAL MX win

By Mike Vancil

SANTA CLARA, CA, MAY 11

Pat Gomm returned to action at the second event of the Club Moto Series at the Police Athletic League MX track. The young Honda rider was not slowed by his injuries received earlier this year and it was obvious to his competitors that he has returned to full strength as he turned in two flawless rides to win top money.

In the first moto, Shawn McConn led for approximately half the moto before Gomm closed, then passed for the win. For the rest of moto one and for nearly all of moto two Gomm styled out front to claim the wins. Riding to a pair of third-place finishes was Joey Rodriquez.

In the Intermediate 250cc class, Mike Hodges was in command in the first moto and then Michael Minjares took over to win the second moto. Early in moto two Hodges crashed, but it didn't keep him out of the battle for long. It took him all moto long to work up to the front but he caught and passed second-place rider Marcus Charles. The resultant second place in moto two, combined with his win in moto one, gave Hodges the overall victory. Since Minjares finished third in moto one, Minjares ended up second overall and Charles was third.

A battle of brothers resulted in Glen Murate taking a come-from-behind win away from Steve Murata in the 125cc Novice class. In moto one it was Steve who took the win while

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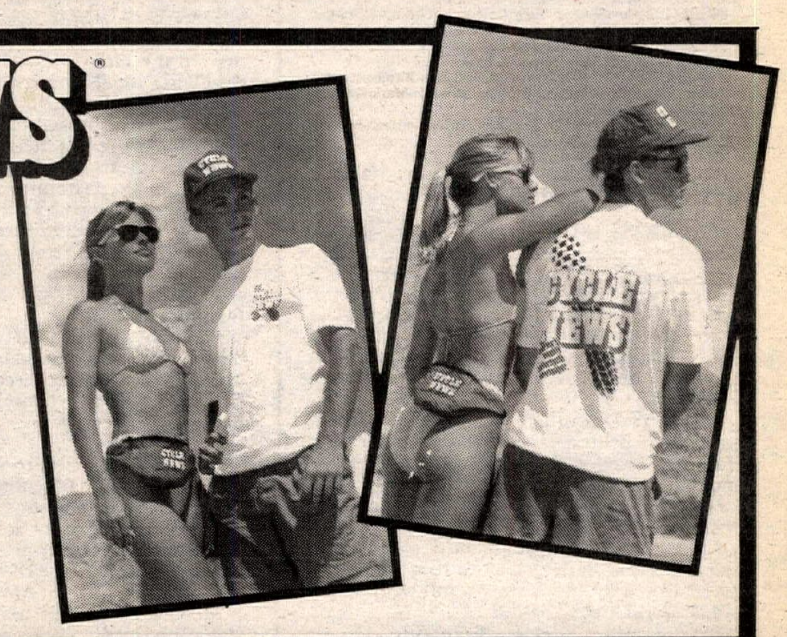

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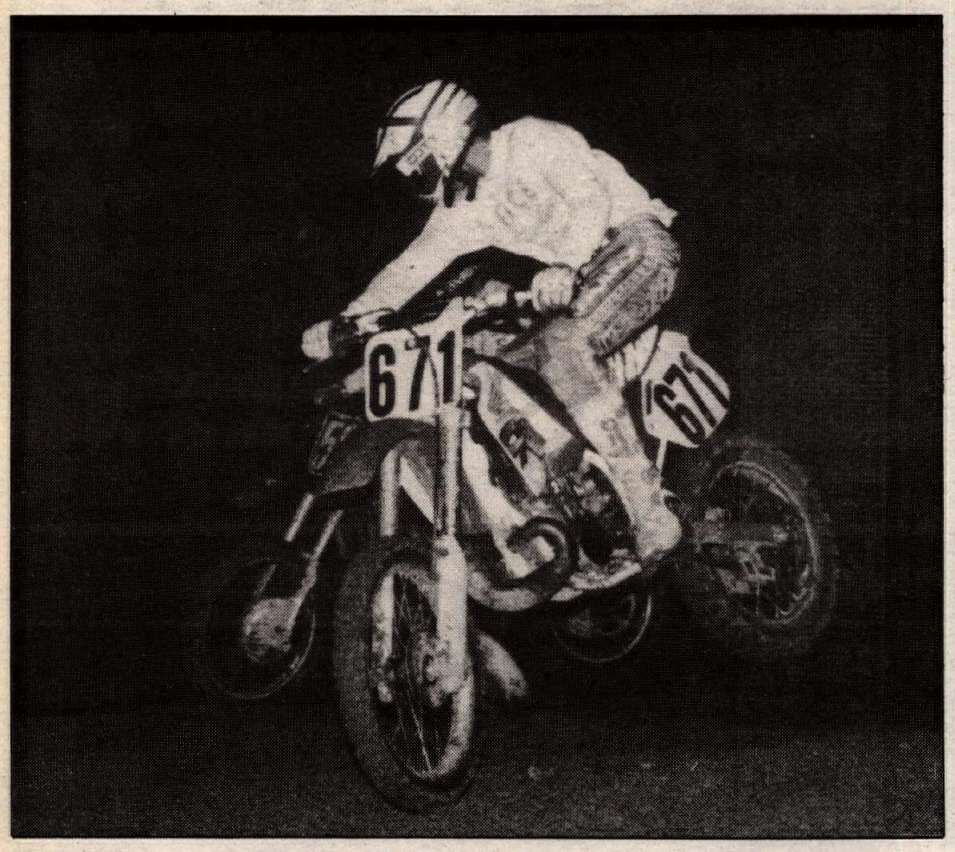
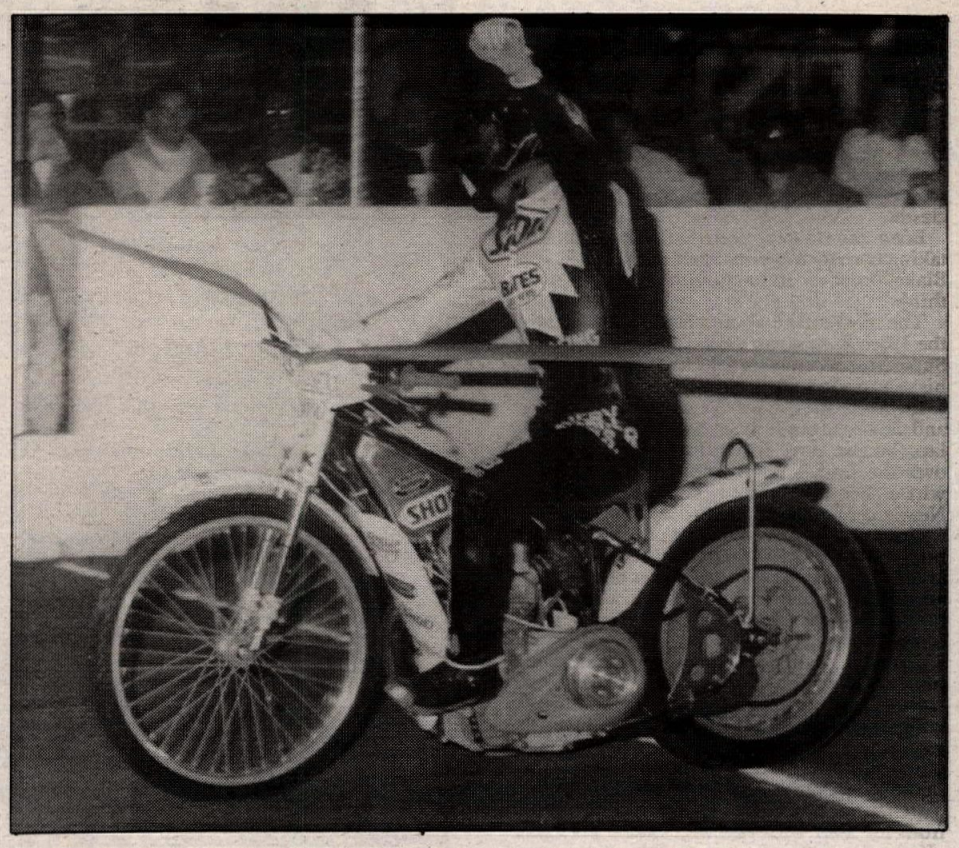


Mike Keller won the 250cc B and Unlimited Amateur classes at Silver Creek MX.



Mike Faria won the Handicap main at the grand opening of Lake Perris Speedway.

his brother Glen came from third on the last lap to grab second place away from Albert Correic.

The second moto saw Correic lead for quite a few laps before being passed on the last lap by Glen Murata. At the checkers it became the Murates first and second overall with Correic getting the points necessary for third place.

Results

P/W: 1. Justin Guzman (Yam); 2. Anthony Houser (Suz); 3. Stephen Hernandez (Yam); 4. Bobby Moreilo (Yam).
MINI 60 BEG: 1. Joey Allen (Kaw); 2. Michael Hernandez (Kaw).
MINI 80 BEG: 1. Dennis Springs (Kaw); 2. Brian Jenkins (Hon); 3. Eric Sorensen (Hon); 4. Steve Vittone (Kaw); 5. Jesse Correra (Kaw).
MINI 80 NOV: 1. Marc Henderson (Suz); 2. Chad Burleson (Hon).
MINI 80 INT: 1. Brian Cruz (Kaw).
125 BEG: 1. Alan McCrory (Yam); 2. Brad Axelrod (Kaw); 3. Erik Nelson (Hon); 4. Tom Albritton (Hon); 5. Duane Bonini (Yam).
125 NOV: 1. Glen Murata (Yam); 2. Steve Murata (Yam); 3. Albert Correic (Hon); 4. Jody Helgesen (Hon); 5. Bob Staggs (Hon).
125 INT: 1. Troy Cordiel (Suz); 2. Matt Hawk (Kaw).
250 BEG: 1. Steve Kyramarios (Kaw); 2. Arthur Anchondo (Yam); 3. Steve Wallace (Hon); 4. Charles Warner (Kaw); 5. Jim Clizbe (Kaw).
250 NOV: 1. Paul Armada (Hon); 2. David Berg (Hon); 3. Jake Anderson (Yam); 4. Kenny Deeg (Yam); 5. John Rivas (Hon).
250 INT: 1. Mike Hodges (Suz); 2. Michael Minjares (Hon); 3. Marcus Charles (kaw); 4. Matt Hawk (Kaw); 5. Paul Epley (Suz).
500 BEG: 1. John Niewoehaer (Hon); 2. Edward Kelly (Kaw); 3. Kevin Decker (Hon); 4. Thomas Adler (Hon); 5. Robert Isaacson (Hon).
500 NOV: 1. Alan Brunk (Hon); 2. Tom Budisch (Hon); 3. Robert Mitchell (Hon).
500 INT: 1. Todd Luska (Hon); 2. Randy Gavron (Hon); 3. John Zender (Yam).
UTH BEG: 1. Steve Kyramarios (Kaw); 2. Robert Moreilo (Yam); 3. Todd Thomas (Hon).
UTH NOV: 1. Doug Johnson (Suz); 2. Scott Malbey (Hon).
UTH INT: 1. Scott McCoy (Suz); 2. Martin Avery (Kaw).
VET NOV: 1. Jess Guymon (Kaw); 2. Alan Brunk (Hon); 3. Steve Wallace (Hon); 4. Robert Field (Hon); 5. Brian O'Dell (Kaw).
VET INT: 1. Jerry Wohlgumuth (Hon); 2. Tim Alvarado (Yam).
OT BEG: 1. Russ Paden (Suz); 2. Dennis Workman (ATK).
OT INT: 1. Jim Armada (Hon); 2. Helmut Zarth (Mai).
PP: 1. Sophia Herrera (Kaw); 2. Julie Workman (Hon); 3. Shirlyn Smith (Hon); 4. Susan Lee (Kaw).
VET PRO: 1. Kirk Smith (Kaw); 2. Irv Achziger (Hon); 3. John Dauth (Kaw); 4. Brandson Baldwin (Suz); 5. Johnathon Schlor (Hon).
PRO: 1. Pat Gomm (Hon); 2. Shawn McConn (Yam); 3. Joey Rodriguez (Suz).

Keller claims Silver Creek Motocross win

By Loren and Barbara Williams

MORGANTON, NC, MAY 11

Mike Keller piloted his E&H Honda/Yokohama-backed Honda to wins in the 250cc B and Unlimited Amateur classes at Silver Creek MX.

In the first Unlimited Amateur moto, Keller got caught behind Darrell Bailey and Frank Hampton. Keller slipped around Hampton and into second. Keller set after Bailey, but was forced to remain in the runner-up position.

Keller holeshot the second moto, but Hampton and Bailey stuck to him like glue. Keller scored the moto and overall wins ahead of Hampton and Bailey.

In the 250cc B class Brian Justice was Keller's only serious competition. Justice stayed on Keller's fender for the duration of both motos, but settled for second overall.

Paul Justus won the Senior Mini class, tussling with fellow Kawasaki pilot, David Clark and Robby Robertson in both motos. Robertson clamped onto Justus' rear fender in the first moto, but couldn't find his way past. Justus held on for the moto win ahead of Robertson.

Clark and Justus screamed off the line in the second moto side by side. Clark took the lead in the tight infield turns, but Justus struck back a few laps later.

Results

50: 1. Wayne McLaughlin (Hon); 2. Daniel Franklin (Yam); 3. Josh Grogan (Hon); 4. Toby Biddix (Suz).
65 7-11: 1. Wayne McLaughlin (Hon); 2. Daniel Franklin (Hon); 3. Jeremy McElrath (Suz).
JR MINI 7-11: 1. Jason Vanhorn (Hon); 2. Paul Justus (Kaw); 3. Brad Edwards (Hon); 4. John Sain (Hon).
SR MINI: 1. Paul Justus (Kaw); 2. Robby Robertson (Suz); 3. David Clark (Kaw); 4. Jason Sain (Hon); 5. Shawn Jenne (Hon).
SCHBY: 1. Paige Hilliard (Hon); 2. David Clark (Kaw).
ENDR: 1. Russell Epley (Yam); 2. Mike Bodenhamer (Suz); 3. Patrick Parton (Kaw); 4. Buddy Troutman (Suz); 5. Joey Caison (Suz).
125 A: 1. Jim Chester.
125 B: 1. Terry Ware (Hon).
125 C: 1. Paul McDaniel (Hon); 2. David Rudisill (Suz); 3. Paige Hilliard (Hon); 4. Jeff Knight (Hon); 5. Jim Torvinen (Hon).
125 D: 1. Rex Robinson (Hon); 2. Kevin Fox (Hon); 3. Billy Crain (Kaw); 4. T.J. Bates (Hon); 5. Danny Edney (Hon).
250 B: 1. Mike Keller (Hon); 2. Brian Justice (Suz); 3. Darrell Bailey (Hon); 4. Michael Lee (Suz).
250 C: 1. Frank Hampton (Hon); 2. Jim McDaniel (Hon); 3. Kenneth Bailey (Hon); 4. Mike Potchebski (Kaw); 5. Glen Chase (Kaw).
25+: 1. Travis Bell (Yam); 2. Jeff Sturtevant (Suz); 3. Joseph Pane (Kaw); 4. Barry Taylor (Suz); 5. William Welch (Kaw).
OPEN: 1. Richie Jarrett (Kaw); 2. Benson Metcalf (Hon); 3. Buddy Troutman (Hon).
U/L AM: 1. Mike Keller (Hon); 2. Darrell Bailey (Hon); 3. Frank Hampton (Hon); 4. Glen Chase (Kaw); 5. Terry Ware (Hon).

Pacheco pounds Sunrise MX

By Seymour Bettys

ADELANTO, CA, MAY 12

Danny Pacheco blasted to the overall win in the Up the Hill Junior class at round six of the CMC/Shoei Spring Classic Series, held at Sunrise Cycle Park.

Tim Marsh smoked off the line in the first moto, leading Pacheco, Jon Miller and Mercedes Gonzalez through the first turn. While Pacheco hounded Marsh, Gonzalez worked her way past Miller in the far section of the track. Gonzalez then proceeded to close on Pacheco, but from that point on the running order remained the same. Marsh scored the moto win ahead of Pacheco, Gonzalez and Miller.

Pacheco assumed the lead early in the second moto and cruised to the checkered flag. Miller stormed into second, just ahead of Gonzalez, who gated poorly. Pacheco took the moto and overall wins, ahead of Miller and Gonzalez.

Billy Joe Mercier roosted to both moto victories in the 500cc Intermediate class, as he grabbed the holeshot in both motos and proceeded to win by large margins. Chad Bruce trailed Mercier across the line in both motos, fending off the charges of Steve Reeves, who finished third overall.

Mercier continued his win streak in the 250cc Intermediate class, as he fought his way to the front of the pack for a pair of firsts. Mark Easley finished second overall, trailing Mercier across the line in both motos. Aaron Wenstrup finished third overall, posting a 3-4 score.

Mercier's only defeat of the day came in the second 125cc Intermediate moto. Timmy Staufenbeil set a blazing pace and held on for the second moto win ahead of Mercier, who seemed content in second place. Unfortunately, Staufenbeil's win was offset by an 11th in the first moto, and the overall win went to Mercier, who boasted 1-2 scores. David Evilsizer earned second overall, ahead of Wenstrup, who charged through the pack in both motos.

Results

PW STK BEG: 1. Branden Taylor (Yam); 2. Dylan Lord (Yam); 3. Paul Nunez (Yam); 4. Chris Worley (Yam); 5. Steven Hernandez (Yam).
PW STK JR: 1. Jonathan Shimp (Yam); 2. Jason Skutt (Yam).
PW MOD: 1. Bobby Bonds (Yam); 2. Jason Skutt (Yam); 3. Jonathan Shimp (Yam); 4. Branden Taylor (Yam).
60 (0-8): 1. Chris McNatt (Kaw); 2. Bobby Bonds (Kaw); 3. Greg Landers (Kaw); 4. Sean Hamblin (Kaw); 5. Jonathan Shimp (Kaw).
60 (9-11): 1. Jimmy Varis (Kaw); 2. Bo Hernandez (Kaw); 3. Mark Johnson (Kaw); 4. Nick Puccio (Kaw).
80 BEG: 1. Doug Parsons (Suz); 2. Cory Seivers (Suz); 3. Mike Nickey (Suz); 4. Terrance Malan (Kaw); 5. Ceasar Galvez (Suz).
80 JR: 1. Shawn Perolio (Hon); 2. Jammin' Jimmy Varis (SCR); 3. Steve Meier (Suz); 4. Jimmy O'Neal (Hon); 5. Shawn Fortier (Suz).
80INT: 1. Scott Johnson (Suz); 2. Jason DePatto (Suz); 3. Tyler King (Kaw); 4. Greg Yearsley (Suz); 5. Jeff Willoh (Kaw).
80 EX: 1. Craig Decker (Kaw); 2. Steve Hengeveld (Kaw); 3. Terry Parsons (Hon); 4. Steve Andrich (Kaw); 5. Larry Linkogle (Suz).
80 OPEN: 1. Jimmy Varis (Suz); 2. Steve Wisdom (Kaw).
125 BEG: 1. Joe Fernandez (Suz); 2. Josh Brewer (Suz); 3. Raymond Bowers (Kaw); 4. Bobby Krajewski (Suz); 5. DJ Radcliff (Hon).
125 JR: 1. Grant Gaspar (Suz); 2. Master Bateman (Yam); 3. Brett Johnson (Suz); 4. Jason Caufield (Suz); 5. Chris Finley (Suz).
125 INT: 1. Billy Joe Mercier (Hon); 2. David Evilsizer (Suz); 3. Aaron Wenstrup (Suz); 4. Justin McMurrich (Hon); 5. Brian Teets (Kaw).
125 PRO: 1. Erik Kehoe (Hon); 2. Buddy Antunez (Suz); 3. Miguel Young (Suz); 4. Erick Hilton (Yam); 5. Terry Fowler (Suz).
250 BEG: 1. Eric Martin (Hon); 2. Sean Saunders (Suz); 3. Richard Worley (Suz); 4. Jim Thrift (Kaw); 5. Andy Cripe (Yam).
250 JR: 1. MAt Bateman (Yam); 2. Robert Sheldon (yam); 3. Karl Lindstrom (Hon); 4. Steve Piatonni (Suz); 5. Shigeo Nishimura (Hon).
250 INT: 1. Billy Joe Mercier (Hon); 2. Mark Easley (Yam); 3. Airin' Aaron Wenstrup (Suz); 4. Scott Sease (Suz); 5. Timmy Staufenbeil (Hon).
250 PRO: 1. Erik Kehoe (Hon); 2. Rex Staten (Hon); 3. Mike Young (Suz); 4. Billy Frank (Hon); 5. Buddy Antunez (Suz).
500 BEG: 1. Aaron Ginn (Hon); 2. Troy Cunningham (Hon); 3. Joe Fernandez (Hon); 4. Greg Reeder (Hon).
500 JR: 1. Kevin Peoples (Hon); 2. Mike Horton (Hon); 3. Scot Hoffman (Hon); 4. Wilson Lewis (Hon) 5. Rodney Weesner (KTM).
500 INT: 1. Billy Joe Mercier (Hon); 2. Chad Bruce (Hon); 3. Steve Reeves (ATK); 4. Brad Sloan (Hon); 5. John Whitaker (Hon).
500 PRO: 1. Billy Frank (Hon); 2. Rex Staten (Hon); 3. Dan Berg (Kaw); 4. James Kuntz (Hon).
UTH JR: 1. David Zahrt (Hon); 2. Tim Wahlberg (Yam); 3. Rich Barton (Yam); 4. Darren Clifford (Yam); 5. Curt James (Yam).
UTH INT: 1. Danny Pacheco (Hon); 2. John Miller (Yam); 3. Mercedes Gonzalez (Kaw); 4. Tim Marsh (Hon); 5. Steve Piatonni (Suz).
VET JR: 1. David Zahrt (Hon); 2. Jim Diyorio (ATK); 3. Greg Perloio (Hon); 4. Jim Harris (Hon); 5. Mike Carr (Hon).
VET INT: 1. Robert Sheldon (Yam); 2. JJ Hanson (Hon); 3. Curt James (Yam); 4. Glenn Weidmann (Suz); 5. Brad Sloan (Hon).
VET MSTR: 1. Jon Miller (Hon); 2. Bob Tippit (Hon); 3. Tim Marsh (Hon).
VET PRO: 1. Rex Staten (Hon); 2. Tim Lunde (Hon); 3. Ken Zahrt (Hon).
OT JR: 1. Frank Benacka (Yam); 2. Robert Wykoff (Hon); 3. Larry Kirsch (Hon); 4. Jim White (Suz); 5. Don Puccio (Kaw).
OT INT: 1. Jay Biery (Yam); 2. Ron Tuzinsky (Yam); 3. Adrian Mesa (Hon); 4. Terry Judd (Yam).
OT MSTR: 1. Jim O'Neal (Hon); 2. Dennis McAdam (Suz); 3. Robert Fortier (Hon).

Collins, Faria top Lake Perris Speedway opener

By Scott Daloisio

LAKE PERRIS, CA, MAY 2

A standing-room-only crowd jammed the facilities for the grand opening of Lake Perris Speedway and they cheered home opening night winners Phil Collins and Mike Faria.

With the Lake Perris Dam as a backdrop, Collins lined up for the Scratch main against Russell Racing teammates Josh Larsen, Gary Hicks and Faria. Off the pole position, Larsen blasted into the first turn with the lead over Faria and Collins. Known as an outside rider, Collins shocked everyone when he went to the inside and shot past a surprised Faria for second and then took the lead from Larsen on lap one. Faria ended up stuck on the outside and dropped all the way to the back before the first lap ended.

Collins quickly ran his lead to half a straight over Larsen while Faria was trying to fight his way back. He took third back on lap two when Hicks hit a hole on the rough opening night track and bobbled. Collins managed to keep his Costa Mesa Car Company/Cirello Racing/IMS Weslake out of the rough areas of the track and won the main going away. Larsen held second to the checkered flag with Faria and Hicks rounding out the field.

A massive pileup in the first turn brought the initial Handicap main to a screeching halt. All the riders and their motorcycles were healthy and everyone made the call for the restart with rookie John Aden setting the early pace. Faria and Steve Lucero chased Aden on the first lap. Lucero jumped the cushion coming off the second turn on lap two and drifted to the wall. By the time he pulled it out of the deep stuff, he was in sixth place.

Collins inherited second when Lucero drifted wide, but less than a lap later Pfetzing drove by him on the inside. A few seconds later, Collins hooked a rut as he left turn four and tumbled all the way to the start finish line. He scrambled off the track, but was visibly dazed and had a cut on his nose.

Aden took good care of the point until lap four. Faria was stalking him on the outside, but coming off turn two, the National Champion cut back to the inside and screamed past Aden to put his Russell Racing/Shoei Helmets/Bates Leathers/Troy Lee Design/Tsubaki Godden in to first.

On lap five, Pfetzing took second from Aden and Faria's motorcycle momentarily sputtered. But before long it cleaned itself out and Faria continued on to the win. Pfetzing finished second with Larsen, Aden and Lucero rounding out the top five.

Results

SCRATCH: 1. Phil Collins (Wes); 2. Josh Larsen (Gdn); 3. Mike Faria (Gdn); 4. Gary Hicks (Wes).
HDCP: 1. Mike Faria (Gdn); 2. Rob Pfetzing (Wes); 3. Josh Larsen (Gdn); 4. John Aden (Jaw).
D-2: 1. Rob Ball (Wes); 2. Jerry Black (Wes); 3. Carlos Cardona (Wes); 4. Bob Bechtold (Wes).
D-3: 1. John Kelly (Jaw); 2. Rick Webb (Wes); 3. Kevin Rubio (Wes); 4. Kevin O'Neill (Wes).
SDCAR: 1. Kent Benander/Cary Pollard (Kaw); 2. Randy McIntyre/Robert Fox (Kaw); 3. Parke Weaver/Ernst Kueng (Kaw); 4. Kenny McIntyre/Les Ketcham (Kaw).

Bone bashes Hillbilly Hills MX

By Toni Antoni

MACON, GA, MAY 12

Dewayne Bone, was the man to beat at the Hillbilly Hills Mothers Day Classic, as he scored the wins in the 125cc B and Schoolboy classes.

Bone dominated both Schoolboy motos, taking convincing wins each time out. Justin Blake finished second, with Scotty Pinson third.

The most talked about class of the day was the 125cc B class, as former 125cc East Coast Supercross Champion, Keith Turpin, made his return to racing after a four year layoff.

In moto one Lance Newsome led Turpin and Bone through turn one. On the second lap, Turpin dove inside Newsome and took over the lead. Turpin motored to the win, while Bone finished second ahead of Newsome.

Moto two was a different story, as Bone powered to the early lead with Brian Thornton at his rear wheel. Bone was never challenged, and won by a comfortable margin. Thornton held off a hard-charging Turpin for second place.

Damyn Swanepoel put his Yamaha out front in the first Senior Mini moto, with Danny Haynes and Scotty Dinson in tow. On lap two, Haynes passed Swanepoel. Haynes' lead was short-lived, as Swanepoel slipped past in a tight turn. Swanepoel held on for the win over Haynes, with Pinson in third.

In moto two, Pinson put his Suzuki out front for a wire-to-wire win. Swanepoel was off the line second, but could never catch Pinson, and had to settle for second overall.

Results

P/W: 1. Chad Albritton (Yam); 2. Jonathon Price (Yam); 3. Zach Rutledge (Suz); 4. David McFarland (Yam); 5. Brandon Jones (Suz).

60: 1. Aaron Lindsey (Kaw); 2. Jimmy Reeves Jr. (Kaw).

JR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw).

SR MINI: 1. Damyn Swanepoel (Yam); 2. Scott Pinson (Suz); 3. Danny Haynes (Kaw); 4. David Dishman (Suz); 5. Matt Walker (Kaw).

SCHBY: 1. Dewayne Bone (Hon); 2. Justin Bowon (Kaw); 3. Scott Pinson (Suz); 4. Anthony Lucas (Hon); 5. David Dishman (Suz).

125 C: 1. James Adams (Kaw); 2. Justin Bowen (Kaw); 3. Jackie James (Hon); 4. Martie Murphy (Suz); 5. Chris Thomas (Yam).

125 B: 1. Dewayne Bone (Hon); 2. Keith Turpin (Suz); 3. Brian Thornton (Hon); 4. Lance Newsome (Kaw); 5. Kenny Kowalszyk (Hon).

250 C: 1. Leon Smith (Hon); 2. G.T. (Suz); 3. Dickie Fontaine (HOn); 4. Telly Olympiods (Hon); 5. Ray Carroll (Hon).

250 B: 1. Todd Downs (Yam); 2. Keith Turpin (Hon); 3. Bryan Godlewski (Hon); 4. Brad Hayes (Hon); 5. Kenny Kowalszyk (Hon).

25 PLUS: 1. Tim Cabiness (Hon); 2. Leon Smith (Hon); 3. Benny Durrough (KTM); 4. Frank Byrd (Suz); 5. Robert Schuessler (Suz).

30 PLUS: 1. G.T. (Suz); 2. Ray Carroll (Yam); 3. Benny Durrough (KTM); 4. J.J. Jones (KTM); 5. Robert Schuessler (Suz).

40 PLUS: 1. Randy Tomlinson (Kaw); 2. Randy Tillery (Yam); 3. Shorty Goode (Suz).

Shay sails at Pymatuning MX

By Peggy Adamic

LINESVILLE, PA, MAY 10

John Shay rode to double moto wins in the combined 125 and 250cc Expert class at Pymatuning Holeshot Raceway.

In the first moto, Pete Maurice shot into the lead ahead of Trevor Vines, Brad Quear and Shay. Maurice held the lead for two laps, while Shay picked off the riders ahead of him. Shane Smith motored past Quear, with Gary Semics camping on his rear wheel. Vines moved ahead of Maurice, and Semics passed Smith. With two laps to go, Semics lost control of his Honda and ended up on the ground. Smith was unable to avoid Semics and also went down. Chuck Nicholson filled the gap left by Semics with Smith up in time to hold fifth.

Smith stole the lead in moto two, with Shay, Vince, Nicholson and Maurice in tow. Smith and Shay ran tire to tire for the first three laps, until Shay moved into the lead. Maurice moved ahead of Nicholson, while Vines set his sights on Smith. The riders held their positions until the white flag lap, when Vines passed Smith. Shay took the checkers three seconds ahead of Vines. Smith followed, with Maurice finishing less than a bike length ahead of Nicholson.

Results

50: 1. Larry Rust (Yam); 2. Brent Maimone (MM); 3. D. Espenschied (Yam); 4. B. Saulisbury (Yam); 5. Nick Samuels (Yam).

JR MINI: 1. Ryan Edixon (Hon); 2. Joey Sedmack (Hon); 3. K.C. Hockenberry (Kaw); 4. Larry Rust (Kaw).

SR MINI: 1. Karl Scott (Suz); 2. David Hast (Suz); 3. Scott Dean (Hon); 4. Hal Dahringer Jr. (Kaw); 5. Joey Sedmack (Hon).

SCHBY: 1. T.J. Somers (Suz); 2. Nate Hrabosky (Suz); 3. Mike Pananen (Hon); 4. Luke Hrabosky (Suz).

125 C D-1: 1. Bob Dobrich (Suz); 2. Joel Bator (Kaw); 3. Kirk Sakely (Hon); 4. Jay Slemmer (Kaw); 5. Tony Tucci (Hon).

125 C D-2: 1. John Venaleck (Suz); 2. Paul Dylewski (Suz); 3. Terry Kelley (Kaw); 4. R. Richardson (Suz); 5. B. Tomasiak (Kaw).

125 B: 1. Tim Boca (Suz); 2. David Jones (Suz); 3. Gregory Hoover (Hon); 4. Eric Nepodal (Suz); 5. Rick Roosa (Hon).

250 C: 1. John Evola (Suz); 2. Michael Tucci (Hon); 3. Johnny Young (KTM); 4. Dean Paonessa (Hon); 5. Brian Hackett (Suz).

250 B: 1. M. Damratoski (Suz); 2. Eric Klein (Kaw); 3. Rick Micheles (Hon); 4. Bob Harrington (Yam); 5. John Harrington (Yam).

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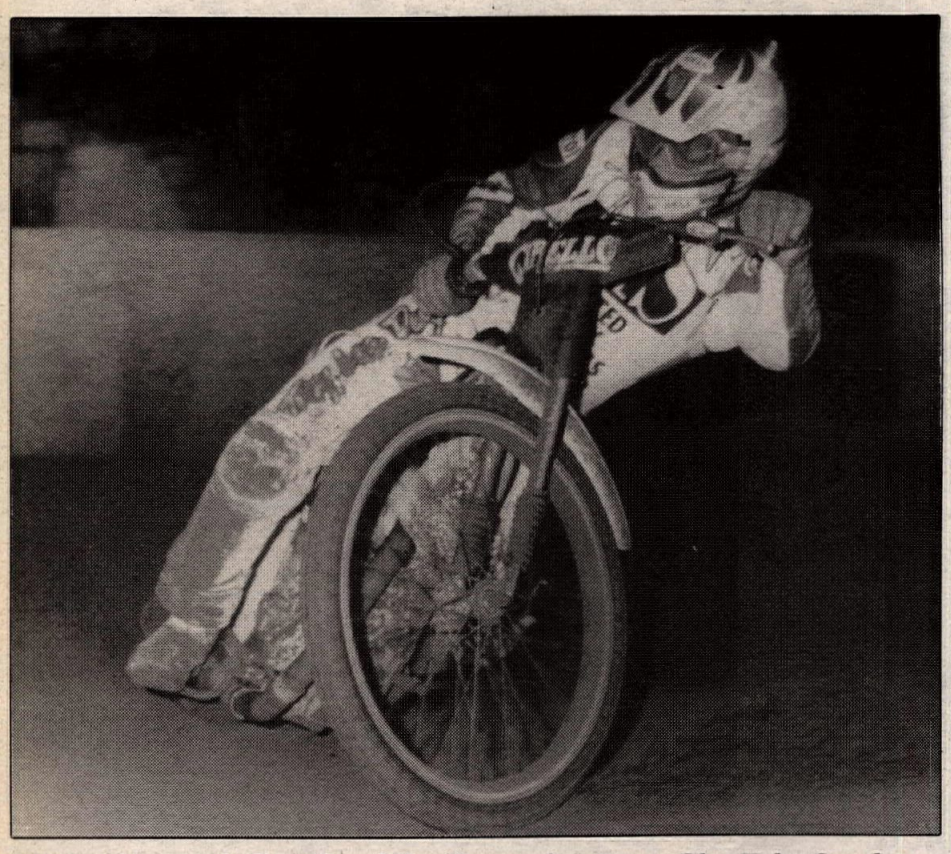
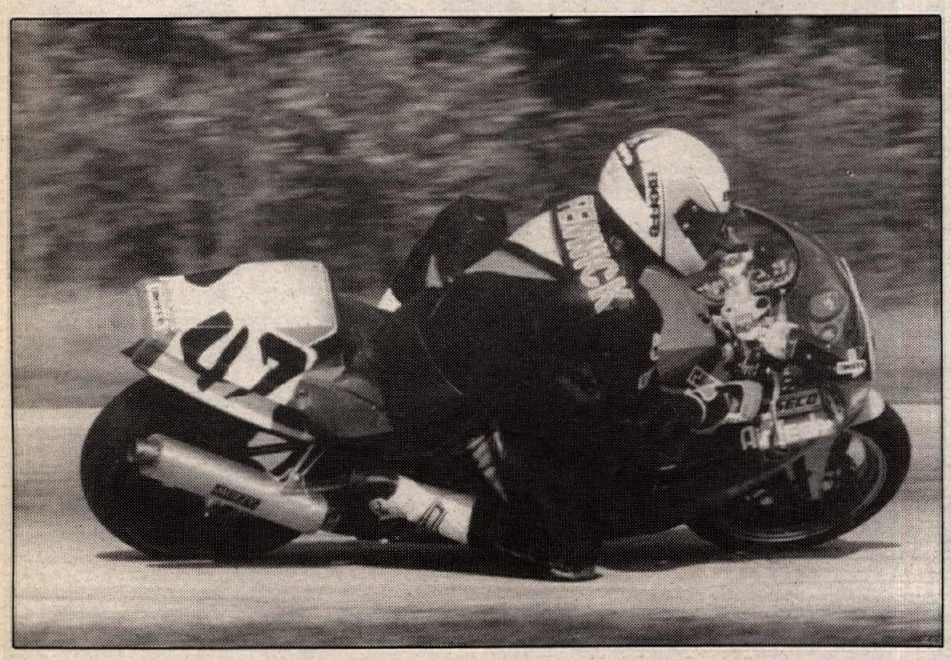
LOCAL EVENTS



Phil Collins won the Scratch and Handicap main events at Glen Helen Speedway.

Andy Fenwick topped the Solo GTO and Unlimited GP classes at Blackhawk Farms.



Fenwick flies to Blackhawk Farms Road Race win

By Gordon Lunde Sr.

SOUTH BELOIT, IL, May 12

Andy Fenwick piloted his Roscetti Corp./Human Race Team-sponsored, Dave Zupan-tuned Bimota Dieci to the wins in the Solo GTO and Unlimited GP classes at AMA Championship Cup Pro-Am competition at Blackhawk Farms Raceway. En route to his pair of wins, Fenwick also topped the track record for a single lap. Fenwick posted a one minute, 11.87 second lap time on the 1.95 mile course, topping the old record of 1:12.15, which he set in 1989.

In the Solo GTO event Rick Breuer jumped out front early, Bob Sandy followed close behind, while Fenwich held down third. Fenwick was taking it easy, as he had only broken in the Yamaha powered Bimota in practice earlier the same day. Breuer fell back with overheating problems, and later discovered a blown head gasket. Sandy took over the lead, but Fenwick was breathing down his neck. Fenwick stayed back until late in the 25-lap event when he motored by Sandy and cruised on to the checkered flag.

The second victory in Fenwick's record setting weekend came in the $1000 Unlimited GP race. Mike Moores led through turn one, ahead of Mike Hunter in second. Fenwick ran a short distance back. Fenwick soon got by Hunter, then set after Moores. Fenwick stole the lead at the beginning of lap four. Fenwick opened up an 11-second lead, and scored the victory ahead of Hunter, Sandy and Moores.

125/250 EX: 1. John Shay (Kaw); 2. Trevor Vines (KTM); 3. Pete Maurice (Suz); 4. Shane Smith (Suz); 5. Chuck Nicholson (Hon).

OPEN B: 1. Todd Gephart (Hon); 2. J. Plosziewicz (Yam); 3. Ron Joseph (Hon).

PLUS 25: 1. Steve Wilmington (Kaw); 2. Ron Spiegel (Yam); 3. Randy Hale (Yam); 4. Hal Dahringer Sr. (Kaw); 5. Daniel Kuhar (Yam).

SR 1: 1. Dan Watson (Hon); 2. Blaine Duecaster (Kaw); 3. Jerry Hrabosky (Suz); 4. Hal Dahringer Sr. (Yam).

Results

U/L GP EX: 1. Andy Fenwick (Bim); 2. Mike Hunter (yam); 3. Boby Sandy (Kaw); 4. Mike Moores (Hon); 5. Scott Zampach (Hon).

U/L S/SPRT EX: 1. Wayne Lindberg (Hon); 2. Al Hammer (Suz).

H/W S/BK EX: 1. Marc Brohn (Kaw); 2. John Erdrich (Kaw); 3. Mark Erickson (Suz); 4. Chuck Heying (Kaw); 5. Brian Westphal (Suz).

H/W S/BK AM: 1. Steve Seidl (Suz); 2. Shawn O'Brien (Yam); 3. Mike Rossi (Suz); 4. Mike Kitchen (Suz); 5. James Milroy (Suz).

H/W S/SPRT EX: 1. Alan Bertagnoli (Suz); 2. John Erdrich (Kaw); 3. Steve Palella (Suz); 4. Russ Ahrens (Yam); 5. Chuck Heying (Kaw).

H/W S/SPRT AM: 1. Derek Struye (Yam); 2. James Milroy (Suz); 3. Mike Kitchen (Suz); 4. Olivier Thomas (Suz); 5. Mike Rossi (Suz).

H/W S/TW EX: 1. Chris Helland (Duc); 2. Walter Sakowski (Duc); 3. Lou Drakulich (Hon); 4. Al Charles (Duc); 5. Dick Koehler (H-D).

H-W S/TW AM: 1. Mike Rossi (Duc); 2. Dave Gollon (Cag); 3. Dave Moon (Duc); 4. Paul Becker (Duc); 5. Houston Heizer (Duc).

M/W GP EX: 1. Scott Zampach (Hon); 2. Mike Moores (Hon); 3. Bob Meister (Hon); 4. Paul Noble (Yam); 5. Charlie Buse (Hon).

M/W GP AM: 1. Glenn Scherr (Hon); 2. Stephen Wright (Yam); 3. Shawn O'Brien (Yam); 4. Brad Dunkel (Yam); 5. Richard Harmet (Yam).

M/W S/BK EX: 1. Scott Zampach (Hon); 2. Daryl Kuhn (Yam); 3. Bob Meister (Hon); 4. Mike Moores (Hon); 5. Jack Kainz (Yam).

M/W S/BK AM: 1. Glen Scherr (Hon); 2. Brad Dunkel (Yam); 3. Stephen Wright (Yam); 4. Scott Blackford (Yam); 5. Shawn O'Brien (Yam).

M/W S/SPRT EX: 1. Mike Moores (Hon); 2. Bob Meister (Hon); 3. Jack Kainz (Yam); 4. Rick Breuer (Yam); 5. Paul Noble (Yam).

L/W GP EX: 1. Mike Hunter (Yam); 2. Thornton McPleaters (Kaw); 3. Joe Garneauweld (Yam); 4. Rodney Smits (Yam); 5. Larry Cohee (Yam).

L/W GP AM: 1. Tim Keen (Yam); 2. Richard Greco (Yam); 3. Mike Pisano (Yam); 4. Jason Tresslar (Yam); 5. Chris Tindall (Yam).

L/W S/BK EX: 1. Matt Winnacker (Yam); 2. Rodney Smits (Yam); 3. Larry Cohee (Yam); 4. David Folz (Yam); 5. Bob Meister (Hon).

L/W S/BK AM: 1. Tim Keen (Yam); 2. Doug Farrar (Yam); 3. Brian Ellingston (Yam); 4. Richard Greco (Yam); 5. Matt Tucker (Yam).

L/W S/SPRT EX: 1. Mike Lower (Yam); 2. David Folz (Yam); 3. Rick Fitzgerald (Yam); 4. Terry Bandstra (Yam); 5. Matt Winnacker (Yam).

L/W S/SPRT AM: 1. Jason Tresslar (Yam); 2. Russel Graf (Yam); 3. Doug Farrar (Yam); 4. Chris Tindall (Yam); 5. Jim Vaupel (Yam).

L/W S/TW EX: 1. Chris Helland (Duc); 2. Dick Koehler (H-D); 3. Mark Johnson (Suz); 4. Lou Drakulich (Hon); 5. Al Charles (Duc).

L/W S/TW AM: 1. Matt Tucker (Kaw); 2. Dave Gollon (Cag); 3. Dave Moon (Duc); 4. Jay Deering (Suz); 5. Houston Heizer (Duc).

SPTSMN EX: 1. Walt Sakowski (Yam); 2. Mark Johnson (Suz); 3. Bob Poore (Rtx).

SPTSMN AM: 1. Matt Tucker (Kaw); 2. Ken Tappscott (Yam); 3. Billy Fehrman (Kaw); 4. Don Allen (Hon); 5. Jeff Bandstra (Hon).

U.S. TW SPRT: 1. Dick Koehler (H-D): 2. Al Charles (H-D).

SOLO GTO EX: 1. Andy Fenwick (Bim); 2. Bob Sandy (Kaw); 3. Al Bertagnoli (Suz); 4. Mike Moores (Hon); 5. John Erdrich (Kaw).

SOLO GTO AM: 1. James Milroy (Suz); 2. Derek Struye (Yam); 3. Mike Rossi (Suz); 4. Mike Kitchen (Suz); 5. Olivier Thomas (Suz).

SOLO GTU EX: 1. Scott Zampach (Hon); 2. Mike Hunter (Yam); 3. Mike Moores (Hon); 4. Bob Meister (Hon); 5. Daryl Kuhn (Yam).

SOLO GTU AM: 1. Stephen Polizzi (Hon); 2. Ed Berndt (Yam); 3. Glenn Scherr (Hon); 4. Scott Blackford (Yam); 5. Steve Keller (Kaw).

Collins clobbers Glen Helen Spdwy

By Scott Daloisio

GLEN HELEN, CA, MAY 1

British-born Phil Collins showed everyone the fastest way around Glen Helen Speedway (formerly Inland Motor Speedway) when he won the Scratch and Handicap mains.

Due to frigid temperatures, only a small crowd witnessed Collins' textbook lesson on speedway. In the four-lap Scratch main, he trailed National Speedway Champion Mike Faria into the first bend. Collins immediately took the Costa Mesa Car Company/IMS/Cirello Racing Weslake to the outside, and his venture into the deep dirt paid immediate dividends. He got a tremendous drive off turn two and shot past the startled Faria for the lead.

Faria didn't give up, stayed low and tried to come underneath the pace-setter as the first lap came to a close. The English rider gave Faria all the room he wanted, but Faria couldn't take advantage. Collins hooked up his rear tire and powered farther ahead. Collins built his lead inch by inch on lap two, but on the next lap, he put the main event away. He moved out to a two-length advantage that he carried past the Paul Neighbors checkered flag. Faria maintained his second place position followed by teenager Brent Werner and Josh Larsen.

In the Handicap main, Collins got a tremendous start or totally-undetected roller as he left the line. Starting on the 40-yard line, he was third before the field reached turn one. As they left turn two, only Jessee Finch and Tony Bienert were ahead of Collins, and they started on the 20.

By the time the lead trio negotiated the back chute the first time, Collins had disposed of Biernert and was ready to take on Finch. He did that entering turn three and took over first. From that point on, the race for first was a done deal as Collins roared off to a more than half straight-lead.

Faria and Russell Racing teammate Gary Hicks charged through the field to third and fourth, but that was as far as they got. The checkered flag came out before Collins had time to lap anybody. Finch was a distant second closely followed by Hicks, Faria and Don Odom.

Rob Ball proved to be too strong for the 10-yard line in the Second Division as he won his heat and the main event. Jason Chism and Jerry Black trailed Ball. In the Third Division, Tom Collier took a two-valve Jawa to the checkered flag first.

Results

SCRATCH: 1. Phil Collins (Wes); 2. Mike Faria (Gdn); 3. Brent Werner (Wes); 4. Josh Larsen (GM).

HDCP: 1. Phil Collins (Wes); 2. Jessee Finch (Wes); 3. Gary Hicks (GM); 4. Mike Faria (Gdn).

D-2: 1. Rob Ball (Wes); 2. Jason Chism (Jaw); 3. Jerry Black (Wes); 4. Mike Reed (Wes).

D-3: 1. Tom Collier (Jaw); 2. Rick Webb (Wes); 3. John Kelly (Jaw); 4. Ricky Ritch (Wes).

SDCAR: 1. Randy McIntyre/Robert Fox (Kaw); 2. Kenny McIntyre/Les Ketcham (Kaw); 3. Ken Ohrt/Doug Whitson (H-D); 4. Kent Benander/Cary Pollard (Kaw).

Oldenberg aces Norsemen MX

By Rolfe Otterness

CAMBRIDGE, MN, MAY 12

Jeff Oldenberg mastered the sandy bumps of the Norsemen MC's track and notched wins in both 250cc A motos. Two weeks ago he raced the same track with much less success, crashing out of contention after strong starts, but this week he ran flawlessly. This was yet another successful race for the Norsemen with rider entries numbering over 400. For a change of pace, the riders circulated the track in the opposite direction from the last race.

Dan Luloff surged into the lead as the pack rounded the first turn of the first moto, with Craig Schwartz and Oldenberg settling into place behind him. For the first lap, Luloff stretched his lead, while Oldenberg dropped to fourth momentarily when Mike Atkinson got by. Oldenberg shot back by Atkinson then passed Schwartz to hold second by the end of the first lap. For the next lap Oldenberg reeled in Luloff and then passed him at the end of a set of whoops by slowing enough to grab the inside line in the following corner. He then pulled slowly away from Luloff. Meanwhile Atkinson had passed Schwartz and was the fastest moving rider on the track. He was gaining rapidly on Luloff and made the pass on the fifth lap. Then he made a great drive to nearly catch Oldenberg at the checkered flag. Luloff held a solitary third at the finish, with Eric Metzger fourth after a battle with Duane Kulken and David Niemi.

Luloff pulled another holeshot in the second moto, but Oldenberg displaced him before the conclusion of the first lap. Chad Cunningham and Robert Bergstrom trailed them across the line. Luloff kept close to keep the pressure on, but Oldenberg managed to lead all the way for the win. Cunningham ran strong for the first half of the race, with Cory Keeney closing to dispute third. Keeney got by near the halfway point, while Cunningham got entangled in a four-rider battle when Metzger, Jim Scott and Niemi caught up. At the checkered flag, Oldenberg beat Luloff, who held about 30 seconds over Keeney. Metzger finished fourth ahead of Scott, Niemi and Cunningham.

Corey Holcomb launched into the first turn ahead of the pack of 125cc A riders and came out with the lead. Cory Keeney motored by on the first lap with Rob Engstrom a distance behind. Keeney pulled ahead strongly in the early stages of the race, but Engstrom started closing in during the last few laps. Keeney held on for the win with Engstrom a few seconds back. Atkinson was all by himself in third, safely ahead of a battle between Metzger and Donaho.

Keeney rounded the first turn with Holcomb on his tail to start the second moto. They ran out front for the first two laps with Atkinson in third. Atkinson and then Donaho managed to get by Holcomb near the middle of the race. Metzger came up next and dived into a berm to take fourth from Holcomb on the fourth lap. That was the last change in the top five for the remainder of the moto as Keeney went on to an impressive win.

Results

MINI P/W: 1. Mike Kann; 2. Ryan Megaw; 3. Trevor Frischmon.

MINI JR: 1. Lance Cunningham; 2. Michael Clark; 3. Jon Sanberg.

MINI SR: 1. Craig Cunningham; 2. Heath Voss; 3. Shelly Kann.

YTH: 1. Aaron Carlson; 2. Tim Pospisil; 3. James Povolny.

25 PLUS: 1. Dan Luloff; 2. James Scott, Jr.; 3. Robert Bergstrom.

SR: 1. Larry Noble; 2. John Alfords; 3. Allen Staige.

VET C: 1. Kenton Goble; 2. Bob Kelly; 3. Robert Pangerl.

VET A: 1. Richard Riehm; 2. Aldo Cirelli; 3. Mickey Mickelson.

125 C D-1: 1. Brent Stevenson; 2. Ricky Schugel; 3. Mark Niska.

125 C D-2: 1. Steve Klar; 2. William Wilson; 3. James Evans.

125 C D-3: 1. Mike Masters; 2. Jamie Fahrendholz; 3. Jed Cophan.

125 B: 1. Bern Seleski; 2. Brandon McKean; 3. Darren Chelin.

125 A: 1. Cory Keeney; 2. Mike Atkinson; 3. Pat Donaho.

250 C D-1: 1. Tim Pospisil; 2. James Povolny; 3. Brent Stevenson.

250 C D-2: 1. Craig Fruth; 2. David Janzig; 3. Chris Cox.

250 B: 1. Dan Lewis; 2. Todd Mathwig; 3. Brett Caswell.

250 A: 1. Jeff Oldenberg; 2. Dan Luloff; 3. Eric Metzger.

OPEN C: 1. Jason Nikulski; 2. Thomas Stiff; 3. Michael Nesbit.

OPEN A: 1. Mike Nathe; 2. Marty Clark; 3. Jay Hoenk.

Brown, Childress highlight I-40 Motocross

By Jennifer Vinson

LENOIR CITY, TN, MAY 11

Mike Brown and Steve Childress stole the show and the majority of the $2500 Pro purse at I-40 Motocross, as over 200 riders participated in the Championship final event of the Motul Super Series.

Childress and Brown battled from start to finish both motos of the 125cc Pro class. Jim's Motorcycle, Johnson City/Pro Circuit-sponsored Brown took the holeshot with Mike Padgett right behind. Childress blew past Padgett after the first turn, and 10 laps of lead swapping began. Brown dominated the lead for seven laps, but after Childress went inside of Brown, on the eighth lap, the battled intensified. Childress performed a brake check on Brown in the last turn, and took the checkered flag in first place both motos. Padgett hounded Paul Dalton in both motos, but Dalton was able to hold off Padgett for third in both motos.

The 250cc Pro class was an attention grabbing rematch between Brown and Childress. Brown evened the score by winning both 10 lap motos. Childress stuck to his rear fender for the majority of the laps, but it was Brown who remained victorious. Mike Padgett and Billy Adkins battled for third place, with Padgett edging out Adkins in both motos.

In the Open class Kirk Hayes and David Farris distanced the pack as soon as they came out of the gate. KTM of Athens-sponsored Farris edged past Hayes immediately, and held him off for the first lap, but for the remaining seven laps Hayes prevailed and scored the victory.

Bo Collins grabbed the holeshot in the 125cc C class, only to be out-distanced by Jason McCall on the second lap. McCall held his lead for eight laps to score the win. Jeff Jones and Trent Moses, who started back in the pack, worked their way up to second and third place finishes.

Results

50: 1. Jason Bault (Yam); 2. Travis Rimmer (Yam); 3. Gregory Bergen (Yam); 4. Allen Russell (Yam); 5. Ricky Irwin (Hon).
60: 1. Todd Thornburg (Kaw); 2. Damian Headrick (Kaw); 3. Dereck Blair (Kaw); 4. Dusty Tindell (Kaw); 5. Patrick Haynes (Kaw).
80 JR MINI: 1. Matt Harrison (Kaw); 2. Brian Thornburg (Suz); 3. Jason Welshan (Kaw); 4. Scott Blair (Kaw); 5. Byron Robinette (Kaw).
80 SR MINI: 1. Jake Morris (Kaw); 2. Josh Pierce (Suz); 3. Ryan Duff (Suz); 4. Chris Guinn (Kaw); 5. Chris Bault (Suz).
SCHBY: 1. Chris Bault (Suz); 2. Chad Tindell (Kaw); 3. Ryan Duff (Kaw); 4. Tate Waldroup (Kaw); 5. Kipp Ketron (Suz).
125 PRO: 1. Steve Childress (Suz); 2. Mike Brown (Hon); 3. Paul Dalton (Hon); 4. Mike Padgett (Yam); 5. Cory Robb (Kaw).
125 B: 1. Steve Hyatt (Kaw); 2. Stacy Hodges (Suz); 3. Tony SMith (Hon); 4. Bryan Gilliam (Kaw); 5. Wayne Harrison (Suz).
125 C: 1. Jason McCall (Kaw); 2. Jeff Jones (Suz); 3. Trent Moses (Kaw); 4. Bo Collins (Hon); 5. Henry Weir (Kaw).
250 PRO: 1. Miek Brown (Hon); 2. Steve Childress (Suz); 3. Mike Padgett (Yam); 4. Billy Adkins (Hon); 5. Larry Bolden (Yam).
250 B: 1. Mike Nutter (Kaw); 2. Tim Jennings (Kaw); 3. Jeff Burchfiel (Suz); 4. Shannon Lynes (Suz); 5. Lindsay Gregory (Kaw).
250 C: 1. Jamie Harrison (Suz); 2. Jeff Jones (Suz); 3. Mike Linginfelter (Yam); 4. Ray Sexton (Hon); 5. Chad Mullins (Yam).
OPEN: 1. Kirk Hayes (Suz); 2. David Farris (KTM); 3. Ron Nelson (Hon); 4. Greg Leach (Kaw); 5. Randy Meadors (Suz).
ENDR: 1. Kirk Hayes (Suz); 2. Chad Mullins (Yam); 3. Ron Nelson (Hon); 4. Mark Thompson (Suz); 5. Donald Sharpe (Hon).
El/L AM: 1. Mike Nutter (Kaw); 2. Henry Weir (Kaw); 3. Ray Sexton (Hon); 4. Scott Carter (Yam); 5. Kipp Ketron (Suz).
25+ A: 1. Tim Smith (KTM); 2. Jeff Ray (Suz); 3. Clay Miller (Hon).
25+: 1.Kirk Hayes (Suz); 2. Steve Litz (Suz); 3. Jeff Burchfiel (Suz); 4. Glenn Rogers (Suz); 5. Danny Beck (Hus).
30+ A: 1. Tim Smith (KTM); 2. Lindsay McGregor (Kaw); 3. Rick Waters (Kaw).
30+: 1.Glenn Rogers (Suz); 2. Henry Weir (Kaw); 3. Gary Bishop (yam); 4. Chris Rash (Kaw); 5. Bob Shannon (Kaw).
40+: 1. John Gibson (Hon); 2. Eddie Sharp (Hon); 3. Ray Beck (Hus).
210 LBS+: 1. Jeff Lane (Suz); 2. Tim Hackney (Suz); 3. Bert Carpenter (kaw); 4. Robby Dyer (Suz); 5. Scott Dixon (Suz).
NON-CURR: 1. Danny Byrd (Yam); 2. Scott Johnson (Yam); 3. Steve Williams (Suz); 4. Tim Nelson (Kaw); 5. Kent Sellars (Yam).
WMN: 1. Stacy Nodine (Hon); 2. Judy Rather (Hon).

Gaddis, Button dust Yuma Speedway MX

By Karen Guthrie

YUMA, AZ, MAY 12
Jimmy Gaddis scored three out of four 125 and 250cc Pro class moto wins at Yuma Speedway MX, but Jimmy Button's first-place triumph in the second 250cc Pro class moto fouled a would be double class victory for Gaddis.

Button kept the distance between himself and Gaddis in the first 125cc Pro moto for most of the eight lap race before Gaddis closed in on him during the final laps. On the last lap, Button drifted too far to the inside and ran into a hay bale. Gaddis went on and scored the win.

Moto two saw Gaddis snag the holeshot with Button knocking at his back door. The two were at it neck and neck until Gaddis was finally able to pull away through the whoops. During the second lap, Gaddis and Button were side by side over the triples, with Button hitting the corner first and pulling away from Gaddis through the S-curve. As Button came out of the turn, he got out of shape and endoed. Although he didn't fall, he pulled out of the race with a dislocated shoulder, leaving Gaddis to score an easy victory.

Gaddis jumped out to an early lead in the first 250cc Pro moto, but Button, injured shoulder and all, slowly led into second putting some real pressure on the leader. On the last lap Gaddis took the last corner a little too wide, leaving Button a chance to shut the door, but the split second opportunity disappeared, as Gaddis cut back and slammed the door shut on Buttons. Buttons held on for the win.

Gaddis grabbed the early lead in the second moto. Apparently unhindered by the injured shoulder this time, Button never let up and haunted Gaddis. Button eventually hit an inside curve just a split second ahead of Gaddis and stole the lead. Gaddis returned the pressure right down to the last corner, but this time it was Button who crossed the finish with a victorious first overall.

Results

JR 500 OPEN: 1. Adam Hosten (Hon); 2. Russ Heist (Hon); 3. Dale Rhoads (Hon).
OPEN BEG: 1. Earl Roberts (Hon); 2. Juan Rivera (Hon); 3. Scott Osborn (Hon).
250 BEG: 1. Jack Kenson (Suz); 2. Tom Young (Yam); 3. Jeff Brown (Yam); 4. Tim Alexander (Kaw).
P/W: 1. Michael Blouse (Yam); 2. Ricky Schaffner (Itj); 3. Michael Beaver (Yam); 4. Brandon Burke (Yam).
60 9-11: 1. Scott Conley (Kaw); 2. Nick Beaver (Kaw); 3. Brian Brown (Kaw); 4. Bobby Sawyer (Kaw).
125 BEG: 1. Damian Lys (Suz); 2. Doug Hall (Suz); 3. Chris Brown (Yam); 4. Denton Ross (Hon).
VET JR: 1. Pete Kennedy (Hon); 2. Del Ocheltree (Hon); 3. Russ Heist (Hon); 4. Dick Schaffner (Suz).

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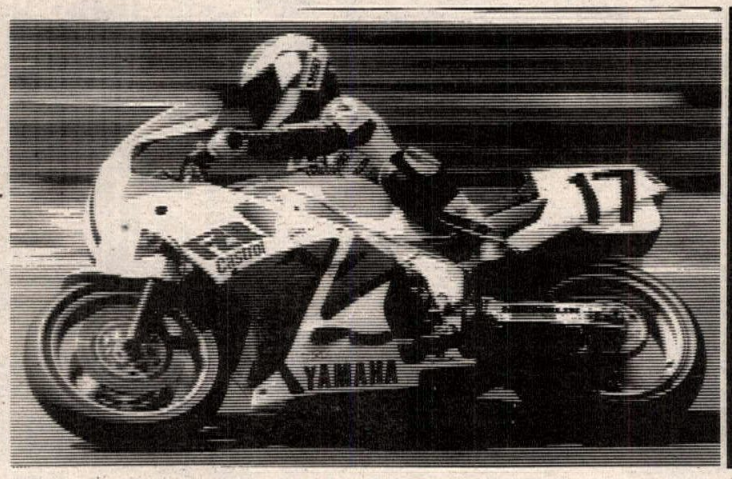

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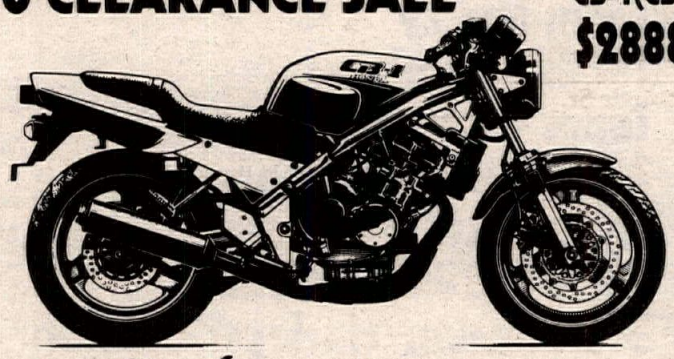

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LOCAL EVENTS

TJ Brantley finished fourth in the first (15-24) moto at Florida Motorsports MX.

VET INT 30-39: 1. David Chayden (Hon); 2. Doug Goodman (Hon); 3. Bob Markotic (Hon).
UTH INT 25-29: 1. Timko Richardson (Hon); 2. Jim George (Suz); 3. Cass Morgan (Hon); 4. Dan Boardman (Yam).
UTH JR 25-29: 1. Ken Beaver (Hon).
250 JR: 1. Rick Zeigler (Suz); 2. Mike Williams (Kaw); 3. Ricky Fernandez (Suz); 4. Jeremy Girior (Yam).
80 BEG: 1. Daniel Norman (Suz); 2. Nathan Chaney (Suz); 3. Nick Beaver (Hon); 4. Dayton Ryder (Kaw).
60 0-8: 1. Michael Blouse (Kaw); 2. Bryan Alkea (Kaw).
125 INT: 1. Kelly Poor (Hon); 2. Chad Scholz (Yam); 3. J.J. Petchel (Hon); 4. Mike Paterno (Hon).
125 PRO: 1. Jimmy Gaddis (Suz); 2. Craig Davis (Suz); 3. Jimmy Button (Yam); 4. Jim Chamberlain (Suz).
80 JR: 1. Dylan Guthrie (Suz); 2. Tim Tilton (Suz).
80 INT: 1. Ryan Clark.
80 9-11: 1. Daniel Norman (Suz); 2. Nick Beaver (Hon); 3. Scott Conley (Kaw).
OPEN PRO: 1. Craig Davis (Hon); 2. Todd Johnson.
OPEN INT: 1. J.J. Petchel (Hon); 2. Robert Carlin (Hon); 3. Dick Buckley (Hon); 4. Dave Burns (Hon).
125 JR: 1. Jeff Tilton (Suz); 2. Matt Engstler (Hon); 3. Derek Geist (Hon); 4. Heath Cox (Hon).
250 PRO: 1. Jimmy Button (Yam); 2. Jimmy Gaddis (Suz); 3. Craig Davis (Hon); 4. Jim Chamberlain (Suz).
250 INT: 1. Robert Carlin (Hon); 2. J.J. Petchel (Hon); 3. Chad Scholz (Yam).
VET 30-39 MSTR: 1. Gary Chaidez (Hon); 2. Dave Burns (Hon); 3. Tim Leche (KTM); 4. Mark Anderson (Hon).

Young captures win at Broome-Tioga Motocross

By Carla Nelson

LISLE, NY, MAY 12
John Young won the competitive Open Expert class at Broome-Tioga Sports Center.

Quinn Bentley and Young were the fastest in the first Open Expert race as they finished 1-2.

Mike Dougherty was in the front of the second moto as Young and Bentley were mired in traffic. Dougherty had a sizable lead over second place rider Mike Murray. Bentley and Young were battling each other while they moved toward the front. Young finally got by Bentley and set after Murray. Young powered past Murray for second and one lap later Bentley did the same. Now only Dougherty was in front of Young, and Young was able to catch and pass Dougherty with only a lap left in the moto. Dougherty held off Bentley to finish second.

Results

VINT: 1. Kim Martin; 2. Frank Grosso; 3. Bob Frost.
SR MINI: 1. Chad Kresge; 2. Jason Ricci; 3. Scott Rockwell.
SR MINI NOV: 1. Chris Shova; 2. Brian Storch; 3. Scott Waters.
JR MINI: 1. Mike Dougherty Jr.
50: 1. Justin Murray.
SCHBY: 1. Eric Reilly; 2. Chad Kresge; 3. John Blake.
PLUS 25 EX: 1. Greg Nelson; 2. Mike Corning; 3. Todd Kispaugh.
PLUS 25 AM: 1. Frank Regal; 2. Gary Chase; 3. Chris Cook.
SR AM: 1. Kevin Maliner; 2. Steven Nay; 3. Jeff Simmons.
SR EX: 1. Jarrett Newby; 2. Mike Murray; 3. Bruce Stratton.
S/SR: 1. Jim Smith; 2. Duke Finch; 3. Erv Braun.
200 NOV: 1. Robert Mooney; 2. Brian Wojcik; 3. BillKobrynich.
125 AM: 1. Wayne Scott; 2. Rick Maxson; 3. Eric Reilly.
125 EX: 1. Chris Coleman; 2. Rob Nessel; 3. Terry Kuhn.
250 AM: 1. Wayne Scott; 2. George Wolter; 3. Dean Livernois.
250 EX: 1. Chris Coleman; 2. Bruce Stratton; 3. Terry Kuhn.
OPEN NOV: 1. Chad Moore; 2. Greg Card; 3. Chad Coates.
OPEN AM: 1. George Wolter; 2. George Austin; 3. Mark Rinaldi.
OPEN EX: 1. John Young; 2. Quinn Bentley; 3. Mike Murray.

Brown blasts Florida MX

By Kyle Myers

OCALA, FL, MAY 12
Chris Brown topped the 12-24 year old class at round one of the F.M.C. Summer Series, held at Florida Motorsports complex.

The 15-24 year old class is open to all riders between the ages of 15-24 on 125cc or bigger machines.

When the gate dropped for moto one, Brown grabbed the holeshot with T.J. Brantley, John Vangilder, Chris Leonard and Steve Allred in pursuit. Allred passed Leonard while Brown started to build a lead. Vangilder made his move on lap two, and passed Brantley. Allred also closed on Brantley, and jumped past him. At the finish, Brown scored an easy win, ahead of Vingilder, Allred, Brantley, Stojack and Leonard.

Moto two saw Brown nail the holeshot and lead wire to wire. Allred and Vangilder battled for the second spot, with Allred coming out on top. Vangilder, Stojack and Leonard rounded out the top five.

Results

P/W: 1. Tyler Shields (Yam); 2. Derek Jackson (Yam); 3. Scott Williams (Yam); 4. Steve Binsar (Yam); 5. Brian Gray (Yam).
60: 1. Greg Landon (Kaw); 2. Jason Thomas (Kaw); 3. Scott Perry (Kaw); 4. Tyler Shields (Kaw); 5. Derek Keyes (Kaw).
80: 1. Adam Rake (Kaw); 2. Garrett Pyles (Kaw); 3. Greg Landon (Kaw); 4. James Martin (Kaw); 5. Jason Thomas (Yam).
80 B: 1. Jarrett Tippings (Suz); 2. Wayne Wilkie (kaw); 3. Keith McQuaig (Suz).
S/MINI: 1. Thomas Sawyer (Kaw); 2. Adam Rake (Kaw).
125/250 BEG: 1. Tracy Hyche (Kaw); 2. Allan Gray (Hon); 3. Ray Petotsky (Hon); 4. Michael Groves (Kaw); 5. Jeff Bankston (Hon).
125 C: 1. Mike Lampe (Hon); 2. Allen Kundrot (Suz); 3. Joey Clark (Kaw); 4. Jacob Kielty (Suz); 5. Jonathon Burrall (Suz).
125 B: 1. Steve Allred (Suz); 2. John Vangilder (Hon); 3. Lonny Bischoff (Hon); 4.Pat Stojack (Yam); 5. Kyle Myers (Kaw).
125 A: 1. Chris Brown (Suz).
250 C: 1. Donald Dillon (Kaw); 2. Bill Lewis (Hon); 3. James McLellan (Hon); 4. Curtis Smart (Hon); 5. James Hayes (Yam).
250 B: 1. Chris Leonard (Hon); 2. John Vangilder (Hon); 3. Shane Thomas (Kaw0; 4. Tim Lozar (Yam).
250 A: 1. Alan Andreu (Hon); 2. Jeff Lampe (Hon); 3. T.J. Brantley (Kaw).
OPEN B/C: 1. Rodney Orr (Hon); 2. Johnny Borders (Hon); 3. Mitchell Holstein (Hon); 4. Jim Sutton (Hon).
15-24: 1. Chris Brown (Suz); 2. Steve Allred (Suz); 3. John Vangilder (Hon); 4. Pat Stojack (Yam); 5. Chris Leonard (Hon).
+25: 1. Alan Andreu (Hon); 2. Wyndell Kern (Hon); 3. Mitchell Holstein (Hon); 4. Ed Garlin (Hon); 5. Tim Lozar (Yam).
+30: 1. Johnny Borders (Hon); 2. Donald Dillon (Hon); 3. Ed Garlin (Hon); 4. Drew Justice (Hon); 5. James McLellan (Hon).

Mayfield masters Santa Maria ST

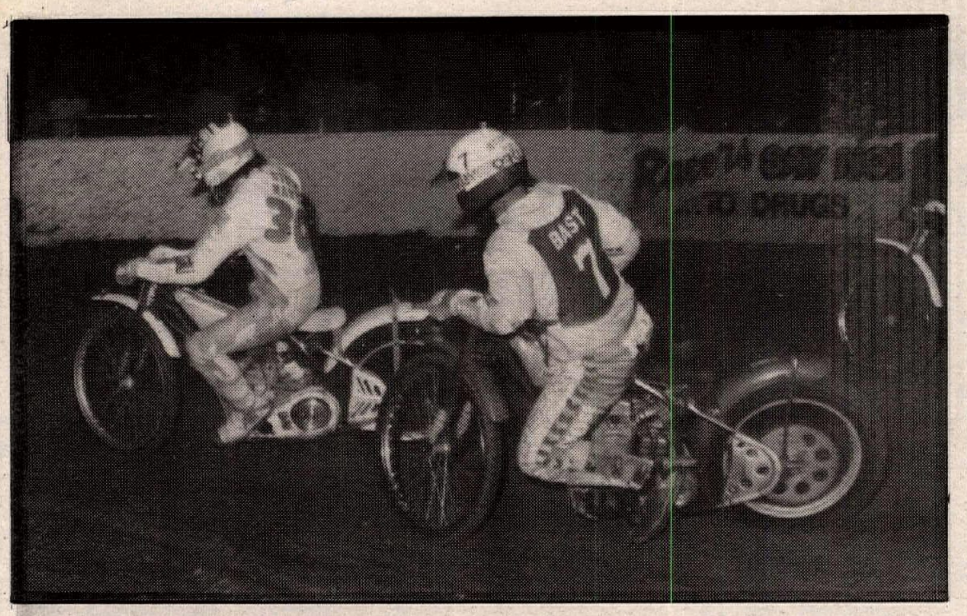
By Mike Vancil

SANTA MARIA, CA, MAY 10
Stephen Mayfield rode a flawless heat race and final aboard his 600cc Harley-Davidson to master the Open Expert class at the Santa Maria Short Track.

At the start of the heat, the early leader was Kris Kiser, but on lap two Mayfield grabbed the lead and never looked back. Second in the heat was Ted Taylor who followed Mayfield past Kiser. Winners of the other heats were Jake Zemke and Dan McDonnell.

First off the line in the final was McDonnell but within two laps Mayfield had reeled him in, passed him and ridden off with the win. By midrace Taylor was pressuring McDonnell but couldn't set up for a pass on the one-third mile, high-banked oval. Zemke came through the field to finish in fourth behind Taylor and runner-up McDonnell.

Allan McClellan won one heat race, took second in another and won both 500cc Novice and Open Novice finals. McClellan almost had a perfect evening but he had to settle for second place in the 500cc Novice heat race behind David Pelton. McClellan had the lead initially but Pelton was not to be denied. He



Steve Martin (30) topped Harlan Bast (7) in the Scratch main at Auburn Speedway.

caught McClellan coming out of turn two on the fourth lap and held the point to the checkers. In the final it was the other way as Pelton was forced to watch McClellan take the checkers first.

Results

80 MINI NOV: 1. Robert Rohrer (Yam); 2. Brent Volbrecht (Yam); 3. A.J. Herrera (Kaw); 4. Jason Thompson (Yam).
80 MINI JR/EX: 1. Johnny Murphree (Kaw); 2. Billy Martin (Kaw); 3. Toby Jorgensen (Kaw); 4. Andy Hansen (Hon).
250 NOV: 1. Mark Ledbetter (Kaw); 2. Andy Hernandez (Yam); 3. Eric Wood (Kaw); 4. Billy Martin (C-A); 5. Jeff McAllister (Hon).
250 DTX: 1. Dennis Briggs (Yam); 2. Shawn Wynne (Suz); 3. Steve Javdan (Yam); 4. Danny Lowers (Yam); 5. Frank Nyback (Yam).
250 JR: 1. Chad McBride (Yam); 2. Mark Ludvigson (Yam); 3. Eric Bostrom (Hon).
500 NOV: 1. Allan McClellan (Hon); 2. David Pelton (Hon); 3. Ruben Malagaurnero (Hon); 4. Peter Mayforth (Yam); 5. Michael Padilla (Yam).
500 JR: 1. Gary Ferravanti (Rtx); 2. Anthony Palmer (Yam); 3. Gary Ritchie (Yam); 4. Jim Hilliard (Hon).
OPEN NOV: 1. Allan McClellan (Hon); 2. Brent Jamison (Hon); 3. Elliott Iverson (Rtx); 4. Jerome Law (Kaw); 5. Matt Wallace (Kaw).
VET NOV: 1. Timothy Hlebo (H-D); 2. Dan Dowding (Yam); 3. Ruben Malaguarnero (Yam); 4. Dean Slater (Hon); 5. Elliott Iverson (Rtx).
OPEN PRO-AM: 1. Ted Taylor (Hon); 2. Jimmy Sanchez (Hon); 3. Kris Kiser (Rtx); 4. Paul Iwanaga (Hon); 5. Dan McDonnell (Hon).
OPEN EX: 1. Stephen Mayfield (H-D); 2. Dan McDonnell (Hon); 3. Ted Taylor (Hon); 4. Jake Zemke (Hon); 5. Frank Garcia (Rtx).

Martin, Sisemore master Auburn Speedway

By R.C. Jones

AUBURN, CA, MAY 10
Steve Martin ran away with the Scratch main win at Auburn Speedway, while Jim Sisemore used the 50-yard handicap to his advantage while charging to his win in the Handicap main.

Most of the action in the scratch racing went on in the semi final heats. Heat one provided the thrills with three starts and plenty of action. Mike Parsons and Steve Martin tangled in turn one causing the first restart. Parsons then used Harlan Bast, Jr. as the cushion in turn three sending Harlan reeling. Parsons was next to go down when his primary chain broke, and Steve Martin was flopped over somewhere along the line. The one who suffered was Paul Orlandi who was leading both starts by a large margin.

After running heat two, the first heat was called back out to try it again. This time Bast gated first and was gone. Martin held second and kept Orlandi at bay until the outside cushion went away, leaving Orlandi out of the main.

When the scratch main started Martin and Robert Curry were hooked up in a two-way battle that had the fans on their feet. Martin held on for the win as Curry couldn't quite muster enough strength to get past.

It was on the last lap that Jim Sisemore took the lead in an exciting Handicap main. Dave Worthen was leading for the first two laps before Bob Collier slipped past. Bast was ready to pounce on Collier when Sisemore shot past then started reeling in Collier as the white flag came out. Down the back straight Sisemore wheelied into the lead with Bart Bast following to finish second.

Marty Matthews endured a race-long battle with Shane Loesberg and Simon Cannizzaro to win the Division Two main event.

Results

SCRATCH: 1. Steve Martin (Wes); 2. Robert Curry (Wes); 3. Bart Bast (Wes); 4. Harlan Bast Jr. (Gdn).
HDCP: 1. Jim Sisemore (Wes); 2. Bart Bast (Wes); 3. Bob Collier (Wes); 4. Harlan Bast Jr. (Gdn); 5. Dave Worthen (Wes).
D-2: 1. Marty Matthews (Jaw); 2. Shane Loesberg (Jaw); 3. Simon Cannizzaro (Jaw).
D-3: 1. Steve Moore.
JR: 1. Matt Becker.

Latina leaves 'em behind at Marion County Motocross

By Kyle Myers

REDDICK, FL, MAY 19
Josh Latina scored the overall victory in the 125cc B class at round two of the FMC Summer Series, held at Marion County MX Park. There were 140 riders who showed up to compete, but the races were cut to only one moto because of steady rains.

In the single moto, Steve Allred grabbed the lead, followed by Latina, John lake, Lonnie Blackburn and Roger Adams. Latina outjumped Allred to take over the lead, while Lake followed suit. Roger and John Vangilder passed Blackburn, but Vangilder crashed and Jacob Fogg moved into fifth. Allred was on the gas and passed Lake back, but crashed over the middle double. Latina started to pull away, but tangled with another rider and fell. Lake passed Latina, but Latina got up quickly and took the lead back. Latina scored an easy win, with Lake, Allred, Fogg and Tom Boyland behind.

Results

P/W: 1. Tyler Shields (Yam); 2. Mitchell Holstein (Yam); 3. Scott Williams (Yam); 4. Scott Perry (Yam); 5. Kye Hering (Yam).
60: 1. Jeremy Shuttleworth (Kaw); 2. Jason Thomas (Kaw); 3. Travis Irwin (Kaw); 4. Derek Keyes (Kaw); 5. Jason Carman (Kaw).
80 C: 1. Adam Rake (Kaw); 2. Garrett Pyles (Suz); 3. Greg Richburg (Suz); 4. Cory Willey (Hon); 5. Jason Thomas (Kaw).
80 B: 1. Jarrett Tipping (Suz); 2. Wayne Wilkie (Kaw); 3. Darren McElhattan (Hon); 4. Keith McQuaig (Suz).
S/MINI: 1. Darren McElhattan (Hon); 2. Adam Rake (Kaw); 3. Keith McQuaig (Suz).
WMN: 1. Catherine Priest (Kaw); 2. Judy Adams (Suz); 3. Dean Joiner (Kaw).
125/250 BEG: 1. James Muglia (Hon); 2. Aaron Waters (Hon); 3. Michael Cranford (Hon); 4. Joel Birket (Hon); 5. Tracy Hyde (Kaw).
125 C: 1. Mike Lampe (Hon); 2. Jason Metz (Suz); 3. Shaw Dunkel (Hon); 4. Ron Furnell (Kaw); 5. Curtis Johnson (Yam).
125 B: 1. Josh Latina (Kaw); 2. John Lake (Kaw); 3. Steve Allred (Suz); 4. Jacob Fogg (Kaw); 5. Tom Boyland (Kaw).
125 A: 1. Chris Brown (Suz); 2. Dean Baker (Suz); 3. Travis Blackburn (Kaw).
250 C: 1. Byron Sheffield (Kaw); 2. Eric Lindstrom (Kaw); 3. James Hayes (Yam); 4. Curtis Smart (Hon); 5. Ross Brinker (Kaw).
250 B: 1. Chuck Bell (Kaw); 2. Tom Boyland (Kaw); 3. John Choate (Yam); 4. Chris Leonard (Hon); 5. Shane Thomas (Kaw).
250 A: 1. Steve Rayborn (Suz).
OPEN B/C: 1. Chris Smith (Hon); 2. Wyndell Kern (Hon); 3. John Borders (Hon); 4. Jim Herring (Yam); 5. Ken Rudd (Hon).
15-24: 1. Chris Brown (Suz); 2. Josh Latina (Kaw); 3. Travis Blackburn (Kaw); 4. Chris Leonard (Hon); 5. Jacob Fogs (Kaw).
+25: 1. Wyndell Kern (Hon); 2. Jim Herring (Yam); 3. Drew Justice (Hon); 4. Cathy Priest (Kaw); 5. Judy Adams (Suz).
+30: 1. John Borders (Hon); 2. Roger Adams (Hon); 3. Jeff Hughes (Kaw); 4. Tony Gallardy (Yam); 5. Curtis Smart (Hon).
+40: 1. Woody Strickland (Suz); 2. Tom Fogg (Hon); 3. Van Aderhold (Hon); 4. Tom McElhatton (Hon).

Vohland victorious at Riverfront Night Motocross

By John Silva

MARYSVILLE, CA, MAY 11
Team Suzuki rider Tallon Vohland started the night race season at Riverfront MX Park off with a bang, winning both the 125 and 250cc Pro classes, with 245 riders on hand for round six of the CMC Spring Series.

In the first 125cc Pro moto, Vohland grabbed the holeshot and never looked back. Scott Myers kept him in sight and motored in for second, with Scott McElroy finishing third.

Moto two again saw Vohland cruising in for another easy win. Myers grabbed another second with third going to Pete Piantanida. Scott McElroy was fourth, earning third overall.

In the 250cc Pro class, Vohland was first,

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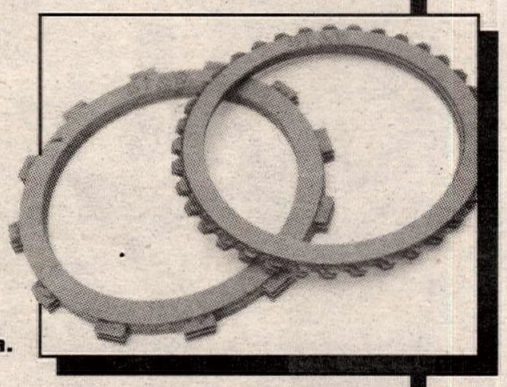

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LOCAL EVENTS

Rob Laughlin (47), Chris Radzinski and Jeff Maas won the Shamrock GP team race.

with Randy Chapman second. Scott Myers scored third place over Eric Sandstrom and Tim McClintock.

In the Vet Pro class, Randy Chapman grabbed the holeshot, while Ray Spore, Dave Coupe, Brad Harrison and Lee Miller battled behind. As the first lap progressed, there were several pileups that quickly thinned the field. Near the completion of lap one, Chapman stretched his lead while Coupe moved into second. Coupe crashed hard when he hit a tire on the edge of the track, leaving Chapman by himself as he began lap two. Ray Spore picked up a second place finish behind Chapman.

In moto two, Chapman led the entire way, with Spore in second.

Results

125 PRO: 1. Tallon Vohland (Suz); 2. Scott Myers (Suz); 3. Scott McElroy (Suz).
250 PRO: 1. Tallon Vohland (Suz); 2. Randy Chapman (Suz); 3. Scott Myers (Suz).
VET PRO: 1. Randy Chapman (Suz); 2. Ray Spore; 3. Lee Miller (Hon).
80 INT: 1. Justin Tiearney (Hon).
80 JR: 1. Kenny Davis (Suz); 2. Jerry Harvey (Suz); 3. Cody Crawford (Suz).
80 BEG: 1. Sean Reath (Suz); 2. Phillip Atondo (Suz); 3. Dylon Crawford (Suz).
125 INT: 1. Spud Walters (Kaw); 2. Shane Esposito (Yam); 3. Michael Stanton (Yam).
125 JR: 1. Derek Watkins (Suz); 2. Jimmy Scott (Suz); 3. Jake Gilbert (Suz).
125 BEG D-1: 1. Brian Barrington (Suz); 2. Carey Wilder (Hon); 3. Tim O'Brien (Yam).
125 BEG D-2: 1. Seth Card (Suz); 2. Erik Edmark (Kaw); 3. Jason Garcia (Kaw).
250 INT: 1. Kurt Kuhn (Kaw); 2. Shane Esposito (Suz); 3. Willie Miller (Hon).
250 JR: 1. Dustin Bloomfield (Hon); 2. Derek Watkins (Suz); 3. Jason Quintana (Suz).
250 BEG: 1. David Welch (Kaw); 2. Andy Adams (Hon); 3. Ron Hampshire (Hon).
500 BEG: 1. Michael Hill (Kaw).
500 JR: 1. Howard Mintz (Hon); 2. Steven Storie (Yam).
500 INT: 1. Shawn Freiling (Kaw); 2. Immet Ramirez (Hon).
500 PRO: 1. Scott Myers (Kaw); 2. Eric Sandstrom (Hon).
UTH INT: 1. Tavin Weinrick (Suz); 2. Tom Berry (Hon).
UTH JR: 1. Roi Holster (Hon); 2. Steve Storie (Yam); 3 Mike Tackaberry (Hon).
OT INT: 1. Russ Sears (Kaw); 2. Tim Colvert (Hon).
VET INT: 1. Phil Rose (Hon); 2. Tim Alarcon (Yam).
VET JR: 1. Jeff Walker (Hon); 2. Dennis Frisbie (Hus); 3. Alan Ferguson (Kaw).
60: 1. Donovan Mitchell (Kaw); 2. J.J. Cummings (Kaw); 3. Grossglauser (Kaw).

Zitterkopf shakes Shamrocks GP

By Tony Alessi

SAN BERNARDINO, CA, MAY 4-5

Greg Zitterkopf used his MX and desert racing skills to top both the Exhibition and 250cc classes during the 5th Annual Shamrock GP held at Glen Helen OHV Park. The course featured many 75 mph plus straights and downhill sections, a pair of water crossings and parts of the track reached far in the valley areas and mountains. The course included the traditional MX track and smaller track connected to the vast sections of the park. The two-day event drew nearly 500 riders.

Zitterkopf got the ball rolling in the Exhibition race, riding a factory four-stroke KTM. Zitterkopf rocketed away to a three-minute lead, beating Charlie Moris and Don Urbanek, both on 250cc machines.

Zitterkopf was back to score the 250cc class victory after speeding by early race leader Scott Sterns on the outrageous downhill section. Zitterkopf went on to an insurmountable lead by the end of the race as Duane Summers and Scott Sterns rounded the top three.

Perhaps the most prestigious event was the team race, which consisted of 16 different race clubs all facing off to determine which club has the fastest riders.

The Shamrock team or Robert Laughlin, Chris Radzinski and Jeff Maas led the way early on and it was suspected that due to the fact that since the Shamrock Team Race members did not compete in the day's event that they had the energy advantage. The Shamrock team smoked the rest of the teams by more than three minutes. When the dust settled the Shamrocks gave credit for their victory to new member Radzinski, who has been an avid pro MX racer for the past three years and now races in the desert.

Kenney Perry rode a very conservative race to top the 0-175cc class over Darren Rivers and David Wentz. Perry came under heavy attack from John Braasch early in the race, but Braasch encountered numerous crashes which dropped him a lap down. Halfway through the race Braash went after Perry and purposely splashed him as they went though a water crossing. Perry went on to a convincing win.

Results

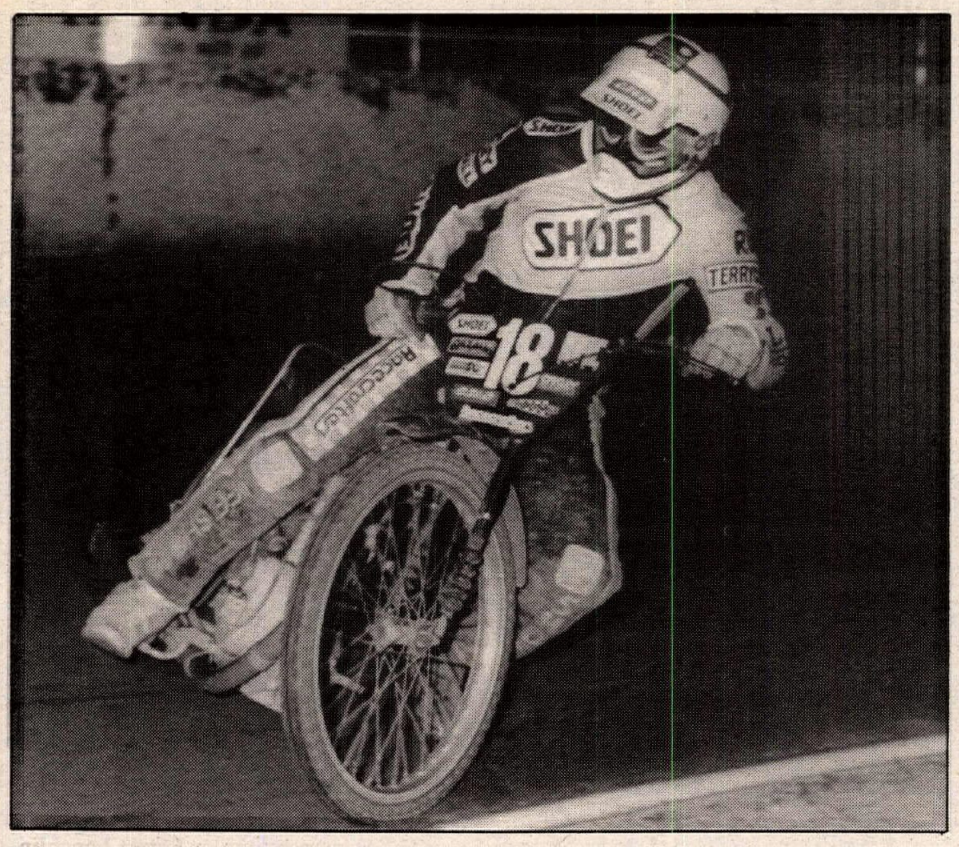
P/W 50: 1. Jared Hernandez; 2. Jarrett Holloway; 3. Ryan Owen; 4. Jason Owen.
P/W 60: 1. Gregg Landers; 2. Bryan Jaramillo; 3. kevin Jennings; 4. Jean Jaramillo; 5. Eugene Hernandez.
P/W 75: 1. Jesse Hatcher; 2. Tony Brockowski.
P/W 80: 1. Brett Thorton; 2. Lisa Trubey.
U/CLFD: 1. Greg Zitterkopf; 2. Charlie Morris; 3. Donald Urbanek; 4. Charlie Barney; 5. Steve Smith.
0-175 AMA: 1. Mark Eckermann; 2. Craig O'Connell; 3. Duane Dalton.
0-175 BEG: 1. Jeff Larson; 2. Cliff Cook; 3. Billy Nicoll; 4. Bryan Waggner; 5. Raymond Leichel.
0-175 NOV: 1. David Wentz; 2. Shad Cook; 3. Kevin Minster; 4. Tommy Roberts; 5. Randy Webb.
0-175 EX: 1. Kenny Perry; 2. Darrin Rivers; 3. Gary Christie; 4. James Summers; 5. Mike McGreggor.
250 AM: 1. Donald Urbanek; 2. C.R. Brunson; 3. Jerry Ewing; 4. Mark Gorgone; 5. John Flores.
250 BEG: 1. Bill Wener; 2. Ben Brennan; 3. Gregory Bateman; 4. Rick Lamarr; 5. Steve Bamgs.
250 NOV: 1. Tony Alessi; 2. John Stuetzel; 3. Jon Parks; 4. David Turner; 5. Nick Katsandris.
250 EX: 1. Greg Zitterkopf; 2. Duane Summers; 3. Scott Stearns; 4. John Rudder; 5. Steve Smith.
OPEN AM: 1. James Fowler; 2. Kurt Seaman.
OPEN BEG: 1. Ron Lumins; 2. Greg Gamble; 3. Conrad Batham; 4. Arvon Lunsford; 5. Alan Cohn.
OPEN NOV: 1. Robert Mauritzen; 2. Jason Bicknell; 3. Damon Powell; 4. Ron Clement; 5. Scott Pickens.
OPEN EX: 1. Tim Cauby; 2. Scott Sterns; 3. Randy Rodriquez; 4. Abe Baumann; 5. Mike Whitecomb.
WMN AM: 1. Stephanie Letzkus; 2. Brandi Moring.
WMN NOV: 1. Diana Jasperson.
WMN EX: 1. Christine Ogren.
VET AM: 1. David Harmon; 2. Mrk Hall; 3. Kelly Gray; 4. Jim Brown; 5. Matthew Mitchew.
VET BEG: 1. Clyde Adams; 2. Fred Reynolds; 3. Morris Higatt; 4. Gray Wilson; 5. P.J. Wright.
VET NOV: 1. Randy Lester; 2. Bob Rundquirst; 3. Greg Benton; 4. Don Stinchfield; 5. David Wentz.
VET EX: 1. Chuck Miller; 2. Kenney Perry; 3. Jon Miller; 4. Randy Rodriquez; 5. Lee Scheffer.
VINT AM: 1. Randy Lester.
VINT BEG: 1. Alan Ghaleb.
VINT NOV: 1. John Regaldo; 2. Myron Lapka; 3. G. Hatzenbuhler; 4. Don Harte; 5. Mike Vourdran.
VINT EX: 1. Norman Francis; 2. Mike Whitcomb; 3. Scott Anderson; 4. Lance Brown; 5. Calvin Whitby.
SR AM: 1. Henry Miguel; 2. John Larson; 3. Larry Hall; 4. Jay Wickers; 5. Larry Hearn.
S/SR: 1. Clint Swafford.
SR AM & S/SR: 1. T.R. Sisson; 2. Eugene Jasperson; 3. William Richardson.
SR: 1. Bob Huff.
S/SR NOV: 1. Norm Stuart.
SR NOV: 1. Jerry Young; 2. Jim Stevens; 3. Mike O'Leary; 4. Dennis Waselus; 5. Doug Kruse.
SR EX: 1. Eric Jenson; 2. Earl Schuler; 3. George Antill; 4. Jim Smith; 5. Steve Jennings.
S/SR EX: 1. Joe Bilotta.
S/SR EX: 1. John Huegel; 2. Al Guzman; 3. Darry McDonald; 4. David Atkinson; 5. Jerry Harpole.

Boyesen blasts Hurricane Hills Motocross

By Carla Nelson

CLIFFORD, PA, MAY 4

Dag Boyesen won the Collegeboy Expert class at the Youth/Senior/Women East Coast



Steve Lucero scored the victory in the Scratch main event at Speedway USA.

Championships held at Hurricane Hills MX Park.

In the combined Collegeboy Expert and Plus 25 Expert first moto, Boyesen grabbed the early lead, but Brian Austin smoked up to Boyesen's rear fender and began to pressure the leader. Boyesen caught his leg in a rut and was forced to slow momentarily, just long enough for Austin to scoot by. Austin scored the Plus 25 moto win, while Boyesen held on for the Collegeboy win over Ben Dressner.

The second motos were divided into separate races, and Boyesen grabbed the holeshot in the Collegeboy class. Dressner was close behind, and on lap two shot past and established a small lead. Boyesen followed for a few laps, but eventually turned up the wick and motored past for the moto and overall wins. Dave Krantz caught and passed a fading Dressner for second place.

Austin scored the win in the second Plus 25 Expert moto, topping Philip Carlin and Greg Nelson for the overall win.

Ron Faisst easily won both Super Mini motos, while David and Michael Umhoeffer argued over the runner up position. Michael got the better start and fended off his brother David for second place in the first moto. Zegin Braun finished fourth in the first moto.

Michael Umhoeffer grabbed the holeshot in the second moto, ahead of Feisst and Braun. Faisst shot into the lead at the bottom of a downhill and went on to score the win. Umhoeffer scooted into second place at the finish.

Results

50: 1. Jeremy Cook (Yam); 2. Richard Aspinall (Yam).
80 STK: 1. Daniel Ruckle (Yam).
60 7-11: 1. Jeremy Cook (Kaw); 2. Jesse Ruckle (Kaw); 3. Gary Phillips (Hon).
80 7-11: 1. Jesse Ruckle (Yam); 2. James Tippin (Hon).
80 12-13: 1. Ronald Faisst (Hon); 2. Michael Umhoeffer (Hon); 3. David Umhoeffer (Hon).
S/MINI: 1. Ronald Faisst (Hon); 2. Michael Umhoeffer (Hon); 3. Zegin Braun (Kaw).
MINI 14-15: 1. Chad Kresge (Kaw); 2. Vinnie Buratti (Kaw); 3. Chris Talotta (Kaw).
SCHBY: 1. Wayne Scott (Hon); 2. Keith Troccoli (Kaw); 3. Rich Daly (Yam).
COLLEGEBOY AM: 1. Keith Troccoli (Kaw); 2. Steve Nagy (Kaw); 3. Rick Maxson (Suz).
COLLEGEBOY EX: 1. Dag Boyesen (Kaw); 2. Ben Dressner (Suz); 3. David Krantz (Kaw).
PLUS 25 AM: 1. Joseph Reisinger (Hon); 2. Frank Regal (Suz); 3. Joe Deintinis (Yam).
PLUS 25 EX: 1. Brian Austin (Hon); 2. Philip Carlin (Hon); 3. Greg Nelson (Suz).
PLUS 30 AM: 1. Dave Diehl (Suz); 2. Brian Erdek (Hon); 3. Ed Baudennistel.
PLUS 30 EX: 1. Brian Austin (Hon); 2. Phil Carlin (Hon); 3. Greg Lykens (Hon).
PLUS 40 AM: 1. James Spencer (Hon); 2. Gary Phillips (Yam); 3. Fred Kostenvader (Suz).
PLUS 40 EX: 1. Eyvind Boyesen (Kaw); 2. Stephen Coy (Hon); 3. Erv Braun (Kaw).
WMN: 1. Carla Nelson (Suz).

Speedway USA win sweet for Lucero

By Scott Daloisio

VICTORVILLE, CA, MAY 4

Two-time California State Speedway Champion Steve Lucero scored a sweet victory when he defeated the entire Russell Racing First Division team to win the Scratch main at Speedway USA.

Over the winter, Lucero was set to join Mike Faria, Josh Larsen and Gary Hicks on Russell Racing. However, he was dropped from the squad before he made a start for them and when the main came to the line, Lucero was on a mission. Coming from the pole, he got a perfect start and led National Champion Faria into the first turn. Hicks manned the third spot with Larsen back in fourth.

Riding out in the dirt, Hicks got past Faria for second as they went into turn three the first time, then stayed wide and tried to race around the outside of leader Lucero at the end of the first circuit. Lucero held him off into turn one and then Hicks ran into a problem when Faria bobbled. When Faria straightened out, he nearly took out Hicks. Hicks took evasive action and quickly recovered while Faria dropped all the way to last.

With Faria out of the way, Hicks went after the leader and stayed on Lucero the entire distance, applying pressure using the outside. Lucero wouldn't yield to the heat and kept his Shoei/Team Scopelitte/Racecrafters/Oakley/Oilzall Weslake in front all the way to post one of the most satisfying wins of his career. Hicks was a close second chased by Larsen and Faria.

John Aden put his KAT Equipment Rental/R.A.C.E./Designs Royale/Jim's Towing Jawa in front when the Handicap main began. Steve Furman and World Indoor Ice Racing Champion Charlie Venegas ran second and third. Venegas gave up second when he tagged Furman's rear tire and nearly flew over the bars early in the race. He made a miraculous recovery, but dropped all the way to last.

Don Odom started to pressure Furman for the number two spot at the start of lap three. By the end of the lap, he relegated Furman to third. Furman was hung out to dry on the outside and soon Robert Pfetzing and Jessee Finch passed him as well.

Aden had an eight-length advantage on lap five when his motor began to sputter. Fortunately for the young racer, it was late in the race and he built up enough of a lead to hold on to the checkered flag. Odom stayed in second with Pfetzing third.

Jim Estes took his Godden to the Second Division main event win from the 10-yard line. In Third Division John Kelly won his second main event of the week. Chris Werner triumphed over the First Division Juniors with Sheldon Downing taking the trophy in Division Two Juniors.

Results

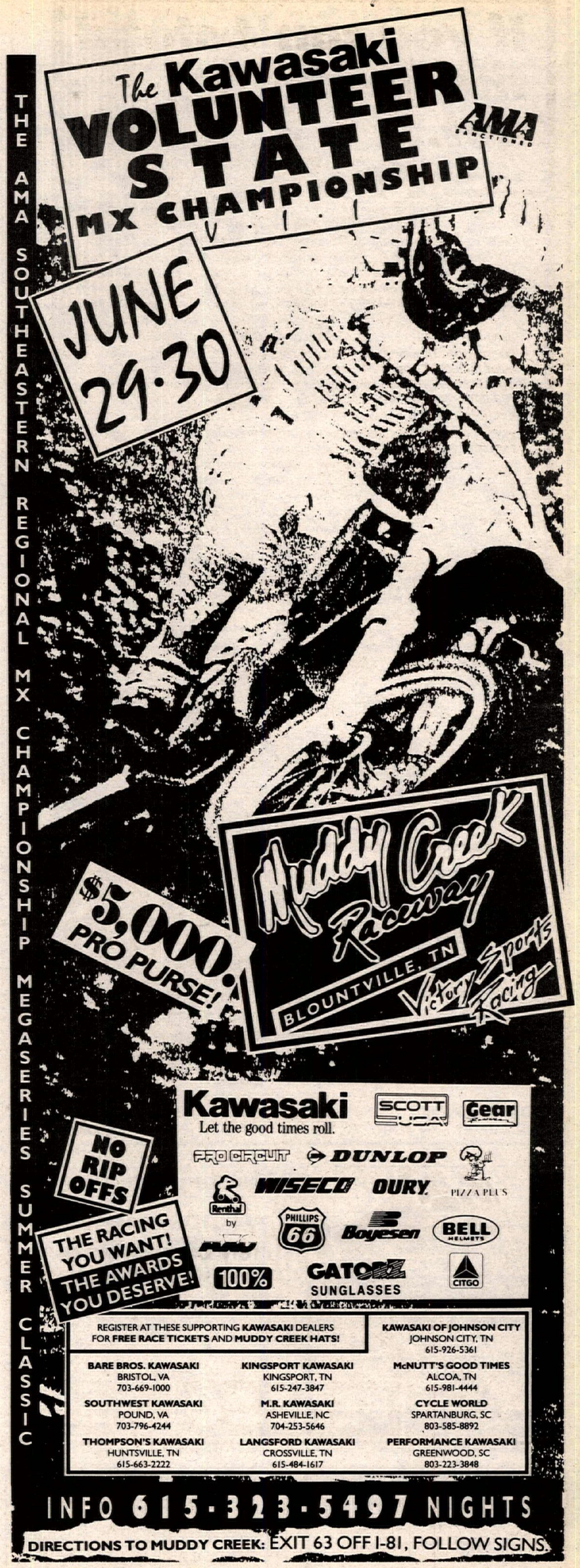
SCRATCH: 1. Steve Lucero (Gdn); 2. Gary Hicks (Wes); 3. Josh Larsen (Jaw); 4. Mike Fariua (Gdn).
HDCP: 1. John Aden (Jaw); 2. Don Odom (Wes); 3. Robert Pfetzing (Wes); 4. Brad Oxley (Wes).
D-2: 1. Jim Estes (Gdn); 2. Rob Ball (Wes); 3. Greg Appelman (Wes); 4. Lee Edwards (Wes).
D-3: 1. John Kelly (Jaw); 2. David Nagy (Jaw); 3. Rick Webb (Wes); 4. Joe Erhardt (Wes).
JR D-1: 1. Chris Werner; 2. Aaron Matteson; 3. Stephen Downing; 4. Pete Peralta.
JR D-2: 1. Sheldon Downing; 2. Tim Cochrane; 3. Ryan Fisher; 4. Steve Magdziak.

Gray in the groove at Costa Mesa Speedway

By Scott Daloisio

COSTA MESA, CA, MAY 3

Billy Gray turned back some of the best southern California speedway riders to win



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Due to the outstanding performance of my pipes, I have been overwhelmed with orders for my race-proven exhaust systems in the past few months. Unfortunately, due to this demand I have not been capable of hand building pieces quickly enough to fill orders, while continuing my ongoing commitment to quality and performance through research and development. I apologize for the backlog and inconvenience my customers have experienced, but I want to reassure you that I am addressing the problems and inconsistencies to maintain the standards D&D Performance Exhaust is known for while increasing production levels to meet these new demands.

First of all, I'm not trying to justify, just explain, my recent inconsistencies and I apologize for the fact that I was incapable of covering the demand for my products. But you must appreciate that I am not going to sacrifice quality or performance in order to meet production demands. Basically, I had to take one step backward in order to take two steps forward. I had to slow down and develop a solution before I could get back up to speed.

My solution, establishing a top quality production facility to meet increased demand, while freeing me to personally focus my attention on Research & Development and Quality Control to keep D&D on the leading edge of technology. My first priority, of course, is that the pipe you receive is the quality pipe you have come to expect from D&D. The first pipes to come out of my new production facility will be the most popular race models: the CBR600F2, FZR600, '90/91 GSX-R750, '89-'91 GSX-R1100, and both K & R model 1991 ZX-7s. Increased production levels on other models will follow as soon as possible.

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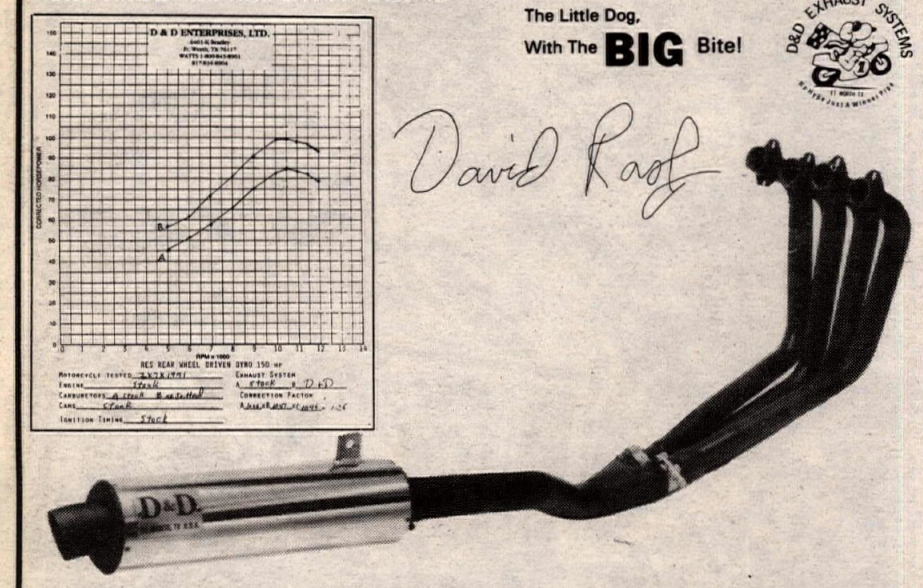

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LOCAL EVENTS

Tracy Asher (392) topped Garey Carlson (25) in the 125cc Novice class at LACR.

the eight-lap, eight-rider Handicap main at the Orange County Fairgrounds.

Starting on the 20-yard line, 53-year-old Gray smoked 18-year-old John Aden on the start. By lap two, the veteran had a sizable lead on his RAZ Video Weslake while the rest of the riders were scrambling for position. As Gray was building up his lead, Aden had his hands full as Shawn McConnell came up to challenge the teenager for second on lap two. Tucked in just behind McConnell were former National Champions Brad Oxley and Steve Lucero. Aden managed to fend them off until just before the halfway points. McConnell was the first to take the high school senior when he knifed his way underneath on lap four. Oxley and Lucero soon followed when Aden drifted wide out of turn four.

McConnell had a clear shot at Gray, but he had quite a bit of distance to make up. At the same time, he was concerned with Oxley, and was guarding the pole so Oxley wouldn't get by and take second. On lap six, McConnell finally started to put a dent into Gray's advantage. By the time they took the white flag, McConnell was within two lengths, but he wheelied off turn two. As they slid through turn three the last time, Gray's air filter sailed off the motorcycle, but it was too late to cause any problems and he took Jerry King's checkered flag for his first Costa Mesa win since 1989. Gray received a standing ovation as he took his victory lap after the race and he was mobbed by fellow riders, officials and mechanics as he returned to the pits.

The Scratch main was a Russell Racing benefit as the team's three First Division riders finished in the first three spots. National Champion "Flyin'" Mike Faria took the victory on his Russell Racing/Shoei/Oilzall/Coast Grain/Tsubaki Godden. Josh Larsen placed second followed by Gary Hicks. Louis Kossuth, who wheelied off the line, finished last. The victory gave Faria four Scratch main event wins in 1991.

Results

SCRATCH: 1. Mike Faria (Gdn); 2. Josh Larsen (Gdn); 3. Gary Hicks (Wes); 4. Louis Kossuth (GM).

HDCP: 1. Billy Gray (Wes); 2. Shawn McConnell (GM); 3. Brad Oxley (Wes); 4. Steve Lucero (Wes).

SDCAR 1: 1. Dean Steele/Dwayne King (Duc); 2. Randy McIntyre/Robert Fox (Kaw); 3. Ross Miller/Dale Leeder (Kaw); 4. Kenny McIntyre/Les Ketcham (Kaw).

SDCAR 2: 1. Dean Steele/Dwayne King (Kaw); 2. Randy McIntyre/Robert Fox (Kaw); 3. Brett Fox/Alan Bilger (Kaw); 4. Don Partain/Tim Champlin (Kaw).

Baker blasts LACR Motocross

By Tony Alessi

PALMDALE, CA, MAY 12

Larry Baker overcame a serious case of stomach cramps and goggle problems to score a set of moto victories in the Vet Expert class during round two of the CRC Dunestown Series held at Los Angeles County Raceway.

Clarke Coleman powered to the first-moto holeshot with Greg Martinez, Rob Petrin and Baker in tow. Baker shot through the front-runners and assumed the lead by the second lap. Once out front, Baker opened a tremendous lead and only slowed in the late stages of the moto when stomach cramps and goggle problems forced him to make a pit stop.

"I had to stop for a moment to correct my goggles and settle my stomach," Baker said. "Fortunately I had a big lead."

Coleman slipped backwards as he was passed by Martinez for second and Petrin for third by the midway point in the moto. Petrin applied pressure to Martinez late in the moto and made the pass for second place, which he held to the finish.

Baker had the lead by the end of the first lap of the second moto and simply walked away to the finish. Martinez and Petrin picked up where they left off in the first moto and engaged in a fierce battle for second. Petrin made the move on Martinez three laps from the finish and moved to second for good. Martinez slowed further and almost lost third to a hard-charging George Wallace. When the checkered flag waved it was Baker by 25 seconds over Petrin, Martinez and Wallace.

Tracy Asher scored wins in both the 125 and 250cc Novice classes. Asher's toughest match came in the form of Mark Allen in the 125cc class. Allen, who had never won a single moto, simply smoked the competition with a wire-to-wire, runaway win in moto one. Asher started poorly and worked up to second by the end of the moto in front of Shawn, Obrien and Aaron Wasnea.

Allen again put his Simi Valley Kawasaki into the lead at the start of the second moto with Asher glued to his back fender. The two riders instantly pulled away from Brian Nall, Brad Shultz and Garey Carlson.

Allen and Asher exchanged the lead a few times with Asher faster through the tight sections of the track and Allen faster in the high-speed sand wash areas. Allen experienced problems on the sixth lap when he came up two feet short on a set of triples which sent him over the bars. Asher took advantage and scooted away to an easy victory while Allen remounted third behind Carlson, who was riding with loose handlebars. Carlson eventually crashed while Allen worked back into second where he finished behind Asher. CN

Results

P/W A: 1. Todd Gossalaar (Yam); 2. Christopher Tocco (Yam); 3. Scott Howe (Yam).

P/W B-1: 1. Wes Brooks (Yam); 2. Marcus Round (Yam).

P/W B-2: 1. Jerry Martinez (Yam); 2. Caleb Gosselaar; 3. Johnathon Magee (Yam); 4. James Thompson (Yam); 5. Michael Jamisewski (Yam).

60 0-8: 1. Tyson Tittlemeir (Suz); 2. Blake Viens (Kaw); 3. Brandon McKay (Kaw); 4. Kurt Nelson (Kaw).

60 9-11: 1. Michael Young (Kaw); 2. Shad Viens (Kaw); 3. Chris Gosselaar (Kaw); 4. Robbie Weber (Kaw).

80 BEG: 1. Sean Medeiros (Kaw); 2. Kenneth Reed (Kaw); 3. Danny Woodard (Kaw); 4. Eric Anderson (Kaw); 5. Josh Baptista (Suz).

80 NOV: 1. David Walters (Hon); 2. Chris Neitzel (Kaw); 3. Bob Gunter (Suz).

BIG WHL: 1. Mark Jensen (Kaw); 2. Wade Sprowl (Kaw).

125 BEG: 1. Fred Ogrim (Hon); 2. Paul Gilmartin; 3. Scott Reed Jr. (Kaw); 4. Joe Toste (Yam); 5. Steve Smith (Kaw).

125 NOV: 1. Tracy Asher (Suz); 2. Mark Allen (Kaw); 3. Shawn Obrien (Suz); 4. Brad Shultz (Suz).

125 PRO: 1. Tim Telford (Kaw).

250 BEG: 1. Glen Cohen (Kaw); 2. Jamie Young (Yam); 3.Chuck Kober (Kaw); 4. Mark Huston (Kaw); 5. Erik Kleven (Hon).

250 NOV: 1. Tracy Asher (Suz); 2. Bob Phillips (Hon); 3. Mark Allen (Kaw); 4. Ryan Lent (Yam); 5. John Bartol (Yam).

250 INT: 1. Jason Simmons (Kaw); 2. Eddie Davis.

250 PRO: 1. Tony Sulek (Yam); 2. Mike Shoemaker (Yam).

500 NOV: 1. Joe Ketterl (Hon).

500 INT: 1. Will Dickson (Hon); 2. Franklin Betcher (Hon); 3. Jerry Ehlers II (Kaw).

JR VET BEG: 1. Harvey Bohman Jr. (Hon); 2. Dave Shelton (Hon); 3. John Lowell (Hon); 4. Craig Codsall (YZ); 5. Frank Schreiner (Suz).

JR VET NOV: 1. Pete Csulak (Suz); 2. Paul Zelinsky (Kaw); 3. Scott Wilder (Hon); 4. Greg Keim (Yam); 5. Bruce Criswell (Hon).

JR VET INT: 1. Franklin Betcher (Hon).

JR VET EX: 1. Rob Petrin (Kaw).

VET INT: 1. Greg Keim (Yam); 2. C.R. Brumson (Yam); 3. Jere Mason (Yam); 4. Mark Neal (Suz).

VET EX: 1. Larry Baker (Suz); 2. Rob Petrin (Kaw); 3. Gregg Martinez (Hon); 4. George Wallace (Yam); 5. Clarke Coleman (Hon).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

6/9	Salzburgring, Austria
6/16	Rijeka, Yugoslavia
6/29	Assen, Holland
7/21	Paul Ricard, France
8/4	Donington Park, Great Britain
8/18	Misano, San Marino
8/25	Brno, Czechoslovakia
9/8	Interlagos, Brazil
9/29	Shah Alam, Malaysia

World C'ship Superbike Road Race Series

6/2	Mosport, Canada
6/9	Brainerd, USA
6/30	Osterreich, Austria
8/4	Misano, San Marino
8/11	Anderstorp, Sweden
8/25	Sugo, Japan
9/1	Shah Alam, Malaysia
9/15	Hockenheim, Germany
9/29	Magny Cours, France
10/6	Mugello, Italy
10/19	Philip Island, Australia

World C'ship Endurance Road Race Series

7/14	Spa, Belgium
7/28	Suzuka, Japan
8/4	Jahor, Malaysia
9/22	LeCastellet, France
9/29	Donington Park, Great Britain
10/20	Philip Island, Australia

World C'ship Observed Trials Series

6/2	Cierp-Gaud, France
6/9	Viella, Spain
6/23	Myslenice, Poland
6/30	Piesting, Austria
7/7	Cervina, Italy
8/23	Helsinki, Finland
9/1	Gothenberg, Sweden
9/15	Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

6/2	Roggenburg, Switzerland
6/9	Genk, Belgium
6/23	Hatherton, Great Britain
6/29	Killinchy, Ireland
7/14	Amatitlan, Guatemala
7/21	Campos do Jordao, Brazil
8/4	Riel, Germany
8/18	Suzuka, Japan

World C'ship 250cc MX Series

6/16	Bandasserona, San Marino
6/23	Arbis, France
6/30	Nismes, Belgium
7/14	Unadilla, USA
7/21	Maracay, Venezuela
8/4	Motola, Sweden
8/18	Suzuka, Japan

World C'ship 500cc MX Series

6/2	Norg, Holland
6/30	Esantaoglia, Italy
7/7	Hawkstone Park, Great Britain
7/21	Reutlingen, Germany
8/4	Namur, Belgium
8/11	Kohlenberg, Luxemburg
8/25	San Bernardino, CA, USA

World C'ship Enduro Series

6/1-2	Jaemsae, Finland
6/8-9	Vimmerby, Sweden
6/22-23	La Rufina, Italy
6/29-30	Borgo Maggiore, San Marino
7/20-21	Kielce, Poland
7/27-28	Munster, Germany

Int'l Six Days Enduro

9/2-7	Brezova, Czecho

Motocross des Nations

9/15	Valkenswaard, Holland

Trial des Nations

9/22	Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series

6/8	Louisville, KY HM
6/29	Lima, OH HM
7/13	Hagerstown, MD HM
7/20	Syracuse, NY M
7/27	Oklahoma City, OK HM
8/4	Peoria, IL TT
8/7	Rapid City, SD HM
8/24	Indianapolis, IN M
9/1	Springfield, IL M
9/15	San Jose, CA M
10/5	Pomona, CA HM
10/12	Sacramento, CA M

Info 614/891-2425

AMA Camel Supercross Series

6/8	Oklahoma City, OK
6/15	San Jose, CA
6/22	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

7/7	Buchanan, MI
7/21	Axton, VA
7/28	Troy, OH
8/4	Southwick, MA

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/11	Millville, MN
9/1	Washougal, WA
9/22	Binghamton, NY
9/29	Delmont, PA
10/6	Budds Creek, MD
10/13	New Berlin, NY

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

6/2	Peoria, IL TT
6/16	Hutchinson, KS HM
6/22	Lake Odeesa, MI HM
7/7	Franklin, WI ST
8/9	Sturgis, SD ST
8/10	Sturgis, SD HM
8/17	Hamburg, NY HM
9/21	Castle Rock, WA TT

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

6/14-16	Loudon, NH
6/28-30	Elkhart Lake, WI
7/4-6	Charlotte, NC
8/2-4	Lexington, OH
8/9-11	College Station, TX
9/6-8	Topeka, KS
9/20-22	Rosamond, CA
11/9-10	Miami, FL

Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

6/2	Jefferson, PA
6/9	Freemansburg, PA
6/16	Avoca, NY
8/4	Jefferson, PA
9/15	Freemansburg, PA
9/29	Jefferson, PA
10/13	Oregonia, OH

* All Star Invitational
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb

8/31	Everett, PA

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

7/14	Perkinston, MS
9/22	New Waverly, TX
10/13	Redding, CA
10/27	Bear, DE
11/3	Morrison, IL

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

6/9	West Greenwich, RI
6/30	Ketchum, ID
7/21	Flat River, MO
7/28	S. Edmonston, NY
9/29	Lynnville, IN

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

9/29	Wendover, UT
10/20	Wells, NV

* Tentative
Info 614/891-2425

AMA/Wiseco/Yamaha/Yokohama Grand Nat'l Cross Country Series

6/2	Buckhannon, WV
6/16	Davis, WV
6/30	Charlotte, NC
8/25	Waterford, OH
9/8	Millfield, OH
9/22	Bunner Ridge, WV
10/6	Elkins, WV
10/20	Mt. Morris, PA
11/10	Greeneville, TN

Info 304/594-1157

AMA Amateur/Youth Nat'l Dirt Track C'ship

TT Scrambles Final

7/12-13	Peoria, IL

Short Track Final

7/9-10	Peoria, IL

Half Mile Final

7/6-7	Henry, IL

Info 614/891-2425

AMA Amateur Nat'l C'ship Supercross Series

6/9	Oklahoma City, OK
6/16	San Jose, CA
6/23	Los Angeles, CA

Info 813/822-8929

AMA/CCS Pro/Am C'ship Road Race Series

Great Lakes Region

6/15-16	Grattan, MI
7/6-7	Grattan, MI
7/27-28	S. Beloit, IL
8/24-25	S. Beloit, IL
9/14-15	Grattan, MI
10/5-6	Grattan, MI

South Florida Region

6/29-30	Savannah, GA
7/20-21	W. Palm Beach, FL
8/3-4	Savannah, GA
8/17-18	W. Palm Beach, FL
8/31-9/1	Savannah, GA
9/21-22	W. Palm Beach, FL
8/28-29	Braselton, GA
10/27	W. Palm Beach, FL
12/15	W. Palm Beach, FL

Southeast Region

6/29-30	Savannah, GA
8/3-4	Savannah, GA
8/17-18	Talladega, AL
8/31-9/1	Savannah, GA
10/12-13	Talladega, AL

Mid Atlantic Region

6/22-23	Summit Point, WV
7/20-21	Summit Point, WV
9/14-15	Summit Point, WV
8/28-29	Braselton, GA

Midwest Region

6/1-2	S. Beloit, IL
6/15-16	Grattan, MI
7/6-7	Grattan, MI
7/27-28	S. Beloit, IL
8/24-25	S. Beloit, IL
9/7-8	S. Beloit, IL
10/5-6	Grattan, MI

Salt Lake Region

7/7	Bonneville, UT
9/1	Bonneville, UT
10/6	Bonneville, UT

Southwest Region

6/15-16	Chandler, AZ
8/31-9/1	Las Vegas, NV
9/21-22	Chandler, AZ
10-/12-13	Las Vegas, NV

Northeast Region

6/8-9	Loudon, NH
6/29-30	Loudon, NH
7/20-21	Bridgehamton, NY
8/3-4	Loudon, NH
9/7-8	Loudon, NH

Mountain Region

6/8-9	Pueblo, CO
6/22-23	Second Creek, CO
7/6-7	Second Creek, CO
7/20-21	Mt. View, CO
8/3-4	Pueblo, CO
8/17-18	Mt. View, CO
9/14-15	Steamboat Springs, CO
9/28-29	Second Creek, CO

Finale

10/18-20	Daytona Beach, FL

Info 614/891-2425

AMA Nat'l Reliability Enduro Series

6/1-2	Idaho City, ID
6/22-23	McMinnville, OR
10/5	Minden, NV

Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

9/1	TBA, PA
9/7	Wrentham, MA
9/8	Exeter, RI

Info 614/891-2425

AMA/Loretta Lynn Amateur/Youth MX Qualifiers

Northeast Area

6/1-2	Hookstown, PA
6/15-16	Youth Regional Auburn, NY

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7-6 Chowchilla,Ca

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6-15 Cadiz, KY
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5-19 Byron, Il
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6-16 Byron, Il

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5-24 Carson City,Nv
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6-28 Carson City,Nv

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5-18 Tr./Cons. NM

6-15 Tr./Cons. NM

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913/842-8272
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5-5 Wamego, Ks
6-2 Wamego, Ks
6-30 Gr. Bend, Ks

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Van Weygandt
214/660-6107
5-10 Dallas (Msr.Vly)
5-25 Tyler, Tx
6-1 Lk.Houston, Tx
6-30 Tyler, Tx

IOWA
Ken Sackett
515/763-2461
5-5 Greenfield, Ia
5-19 Greenfield, Ia
6-2 Greenfield, Ia
6-16 Greenfield, Ia

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CALENDAR

6/22-23 Amateur Regional Armaugh, PA

Southeast Area

6/15-16 Amateur Regional Axton, VA
6/22-23 Youth Regional Gainesville, FL

Mideast Area

6/1-2 Mitchell, IN
6/15-16 Amateur Regional Delta, OH
6/22-23 Youth Regional Sugar Grove, OH

North Central Area

6/15-16 Youth Regional Casey, IL
6/22-23 Amateur Regional Byron, IL

South Central Area

6/22-23 Am/Youth Regional Tyler, TX

West Central Area

6/1-2 Am/Youth Regional Rock Springs, WY

Southwest Area

6/8 Am/Youth Regional Adelanto, CA

Nat'l C'ship Finals

8/13-17 Hurricane Mills, TN
Info 419/478-5386

NMA/Coca Cola Grand Nat'l C'ship Motocross

8/6-11 Ponca City, OK
Info 213/868-8112

Alaska Motorcycle Assn. MX Series

6/8 Anchorage, AK
6/15-16 Anchorage, AK
6/30 Sutton, AK
7/6-7 Fairbanks, AK
7/21 Anchorage, AK
7/28 Sutton, AK
8/3-4 Sutton, AK
8/11 Anchorage, AK
8/31-9/1 Fairbanks, AK
9/8 Anchorage, AK
Info 907/694-2805

CMA Canadian Nat'l Dirt Track Series

7/1 Peterborough, Ontario, CAN
7/6 Jonquiere, Quebec, CAN
7/13 Welland, Ontario, CAN
8/10 Trois Rivieres, Quebec, CAN

CMA Canadian Nat'l MX Series

7/7 Ste-Genevieve de Batiscan, Que., CAN
7/14 Vallee Jonction, Quebec, CAN
7/21 Rimouski, Quebec, CAN

RACE Castrol-Motoplan Canadian Nat'l Road Race C'ship Series

6/21-23 Calgary, Alberta, CAN
7/12-14 Shannonville, Ont., CAN
7/26-28 Shubanacadie, N.S., CAN
8/9-11 Montreal, Quebec, CAN
8/30-9/1 Shannonville, Ont., CAN
Info 416/940-8873

RACE Castrol Eastern Canada Road Race Challenge Series

6/7-9 Shannonville, Ont., CAN
6/28-30 Shannonville, Ont., CAN
7/19-21 Le Circuit Deux Montagnes, CAN
8/16-18 Shannonville, Ont., CAN
9/27-29 Shannonville, Ont., CAN
Info 416/940-8873

WERA Pro/F-USA Road Race Series

6/21-23 Kent, WA
8/2-4 Brainerd, MN
8/23-25 Pocono, PA
9/20-22 W. Palm Beach, FL
10/30-11/3 Grand Nat'l Final Suzuki Nat'l Cup Final Braselton, GA
Info 803/681-9372

SBS/PM WERA Nat'l Endurance Road Race Series

6/8 Portland, OR
6/22 Kent, WA
7/13-14 Garrettsville, OH
8/3 Brainerd, MN
8/21 W. Palm Beach, FL
8/31 Millington, TN
9/14 Faulkville, GA
10/5 Clermont, IN
11/1 Braselton, GA
Info 803/681-WERA

WERA Nat'l Vintage Road Race Series

6/1 Savannah, GA
6/8 Nelson Ledges, OH
6/15 S. Beloit, IL
6/29 Grattan, MI
8/3 Talladega, AL
8/10 Rockingham, NC
8/17-18 Oak Hill, SC
8/23 Pocono, PA
8/31 Nelson Ledges, OH
Info 803/681-WERA

WERA Regional C'ship Road Race Series

Northeast/Mid-Atlantic Region

6/8-9 Garrettsville, OH
6/15-16 Rockingham, NC
8/10-11 Rockingham, NC
8/17-18 Summit Point, WV
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/28-29 Garrettsville, OH
10/12-13 Summit Point, WV

Southeast Region

6/1-2 Faulkville, GA
6/15-16 Rockingham, NC
6/29-30 Talladega, AL
7/20-21 Faulkville, GA
8/10-11 Rockingham, NC
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 Faulkville, GA
9/28-29 Talladega, AL

North Central Region

6/15-16 S. Beloit, IL
6/29-30 Grattan, MI
7/27-28 Grattan, MI
8/17-18 E. St. Louis, IL
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Clermont, IN

Mid Central Region

6/8-9 E. St. Louis, IL
6/29-30 Talladega, AL
8/3-4 Talladega, AL
8/17-18 E. St. Louis, MO
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/28-29 Talladega, AL

South Central Region

6/1-2 Henderson, TX
6/22-23 San Angelo, TX
7/20-21 Henderson, TX
8/3-4 College Station, TX
8/24-24 College Station, TX
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 College Station, TX
10/12-13 Henderson, TX
Info 803/681-WERA

NESC C'ship MX Series

6/2 Southwick, MA
6/9 C. Village, CT
6/16 Lewiston, ME
6/23 Southwick, MA
6/30 C. Village, CT
7/7 Southwick, MA
7/28 Southwick, MA
8/11 Middleboro, MA
8/18 C. Village, CT
8/25 Southwick, MA
9/1-2 Lewiston, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/22 C. Village, CT
9/29 Southwick, MA
10/6 Middleboro, MA
10/20 Southwick, MA
10/27 Middleboro, MA
11/3 Middleboro, MA
11/10 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series

6/2 Somers, CT
6/16 Chester, CT
6/23 Wrentham, MA
6/30 Southampton, MA
7/28 Oxford, MA
9/8 Windsor, MA
9/22 Adams, MA
9/29 W. Greenwich, RI
10/20 W. Warren, MA
11/3 Stafford, CT
12/1 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series

6/9 W. Greenwich, RI
7/7 Union, CT
7/14 Windsor, MA
7/21 Fishouse, NY
8/4 Thomaston, CT
8/11 Eastern, MA
8/18 Union, CT
8/25 Cheshire, MA
9/15 N. Petersburg, NY
10/6 Fishouse, NY
Info 203/875-5757

NETRA Turkey Run Series

6/8-9 Allenstown, NH
7/21 Skowhegan, ME
8/4 Washington, MA
8/11 Southwest, MA
8/18 Bartonsville, VT
8/25 Gardner, MA
9/1 Allenstown, NH
9/8 Swiftwater, NH
9/15 Otis, MA
10/6 Winchendon, MA
10/13 N. Conway, NH
10/20 Cape Cod, MA
10/27 Central Village, CT
11/17 Berlin, MA
11/24 Plympton, MA
Info 203/875-5757

ECEA Enduro Series

6/2 Whiteford, MD
6/23 Hobbie, PA
7/21 Blain, PA
7/28 Crossforks, PA
8/4 Middlebury Center, PA
8/11 Speedsville, NY
8/25 Mauricetown NJ
9/15 Shippensburg, PA
9/22 Brandonville, PA
9/29 W. Greenwich, RI
10/6 Greenbank, NJ
10/27 Bear, DE
11/10 Warren Grove, NJ
Info 609/893-7294

AHRMA Historic Cup Road Race Series

7/6 Grattan, MI
7/20 Summit Point, WV
8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/28 Braselton, GA
Info 715/842-9699

AHRMA Showcase Road Race Series

6/15-16 Loudon, NH
6/29-30 Elkhart Lake, WI
8/3-4 Lexington, OH
9/7-8 Topeka, KS
9/21-22 Rosamond, CA
Info 715/842-9699

AHRMA Regional Road Race Series

6/22 Summit Point, WV
Info 715/842-9699

AHRMA-West C'ship Road Race Series

6/30 Sears Point, CA
7/14 Sears Point, CA
8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/21 Portland, OR
10/20 Sears Point, CA
Info 415/829-6091

AHRMA Vintage Iron Nat'l MX Series

6/8-9 Muddy Creek, TN
7/6 Buchanan, MI
9/13 Steamboat Springs, CO
Info 715/842-9699

AHRMA Vintage Trials Series

6/16 Millville, MN
7/14 Donner Pass, CA
8/10 Toronto, OH
9/12 Steamboat Springs, CO
10/TBA TBA/IL
Info 609/426-4387

EVMR Vintage Motocross Series

6/9 Englishtown, NJ
7/7 Claverack, NY
8/31-9/1 South Berwick, ME
9/15 Southwick, MA
9/21 Broome-Tioga, NY
10/20 Englishtown, NJ
Info 201/385-5595

NY State C'ship Hare Scrambles Series

6/2 Auburn, NY
6/16 Little Genesee, NY
7/7 Speedsville, NY
7/28 South Edmonston, NY
8/25 Little Genesee, NY
9/8 South Edmonston, NY
9/29 Auburn, NY
10/27 South Edmonston, NY
Info 315/635-3396

CMA C'ship Supercross Series

9/14 Montreal, Quebec, CAN
Info 416/363-9035

VA C'ship Hare Scrambles Series

6/2 Ivor, VA
6/23 Bristol, VA
7/14 Surry, VA
7/28 Pulaski, VA
9/15 Middlebrook, VA
9/29 Martinsville, VA
10/13 Newport News, VA
11/3 Surry, VA
Info 703/980-0591

FTR C'ship Enduro Series

6/2 Richloam, FL
Info 906/796-8654

FMC Summer Series

6/2 Bithlo, FL
6/8 Hardeeville, SC
Info 904/277-2451

AMA Southeastern Regional C'ship MX Mega Series

6/1 Calhoun, GA
6/9 Blountville, TN

6/29-30	Blountville, TN
7/14	Wytheville, VA
8/4	Morganton, NC
8/18	Wytheville, VA
8/25	Blountville, TN
9/15	Blountville, TN
9/29	Kingsport, TN
10/26-27	Blountville, TN

Info 615/323-5497

ATA Observed Trials C'ship Series

6/1-2	Big Bear, CA
9/15	Cactus Flats, CA
10/6	Corral Canyon, CA
10/27	Lucerne Valley, CA
11/10	Littlerock Cyn., CA

Info 213/259-6631

Mid-Atlantic Vintage Trials Series

6/1-2	Duncannon, PA
6/8-9	Jefferson, PA
7/14	Bodines, PA
8/10-11	Toronto, OH
10/13	Toughkenamon, PA

Info 301/775-7209

PITS C'ship Trials Series

6/16	LaPorte, CA
6/30	Donner, CA
7/21	Donner, CA
8/18	Donner, CA
9/8	Donner, CA
9/28-29	Sparks, NV
10/20	Santa Cruz, CA
11/9-10	Patterson, CA
11/24	Auburn, CA

Info 916/723-9560

All Iowa Trials Riders Assn. Series

6/1-2	Anamosa, IA
6/9	Waterloo, IA
7/14	Cedar Rapids, IA
8/3-4	Decatur, IA
9/8	Newton, IA
9/29	Marshaltown, IA

Info 319/377-8089

Int'l Oldtimers C'ship MX Series

6/1-2	Edmonton, Alberta, CAN
6/15-16	Mammoth, CA
6/29-30	Duncan, B.C., CAN
7/13-14	Rock Springs, WY
7/27-28	Sandy, OR
8/31-9/1	Fernley, NV

Info 208/467-3593

Prostar Nat'l C'ship Drag Race Series

6/1-2	Atco, NJ
6/29-30	Epping, NH
8/3-4	Jacksonville, NC
9/7-8	Louisville, KY
10/5-6	Atco, NJ
11/8-10	Bradenton, FL

Info 609/768-4624

IDBA Nat'l C'ship Drag Race Series

6/15-16	Rockingham, NC
7/13-14	Columbus, OH
8/10-11	Reading, PA
9/14-15	Norwalk, OH
10/19-20	Atlanta, GA

Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

6/15-16	Tulsa, OK
6/22-23	Albuquerque, NM
7/13-14	Spokane, WA
7/27-28	Rising Sun, MD
8/24-25	Rochester, NY
9/7-8	Bakersfield, CA
9/21-22	Indianapolis, IN
10/5-6	Baton Rouge, LA
10/26-27	Phoenix, AZ
11/15-17	Gainesville, FL

Info 315/735-1661

HDRA All Harley Drag Race Series

6/15-16	Hagerstown, MD
7/4-5	Charlotte, NC
8/24-25	Beaver Springs, PA
9/14-15	Salem, OH
10/19-20	Farmington, NC
11/16-17	TBA

Info 919/229-4877

CRA Fall Cross Country Series

9/15	Millport, OH
9/22	Canal Fulton, OH
10/13	Tippecanoe, OH
10/20	Malvern, OH
10/27	Ravenna, OH
11/17	Amherst, OH

Info 216/538-2220

CRA Fall Motocross Series

9/8	Salem, OH
9/21	Malvern, OH
9/28	Millport, OH
10/27	Amherst, OH

Info 216/636-5505

WNYSC C'ship Spring Series

6/2	Auburn, NY
6/9	Silver Springs, NY

Info 716/594-8660

WNYSC C'ship Summer Series

6/16	Silver Springs, NY
6/23	Palmyra, NY
6/30	Auburn, NY
7/21	Silver Springs, NY
7/28	Batavia, NY
8/4	Palmyra, NY
8/11	Hunt, NY
8/18	Palmyra, NY

Info 716/594-8660

WNYSC C'ship Fall Series

8/25	Silver Springs, NY
9/1	Auburn, NY
9/8	Hunt, NY
9/15	Batavia, NY
9/29	Silver Springs, NY
10/6	Palmyra, NY
10/13	Silver Springs, NY
10/20	Batavia, NY
10/27	Batavia, NY

Info 716/594-8660

MO Hare Scrambles C'ship Series

6/2	Jamestown, MO
6/9	Jefferson City, MO
6/23	Reform, MO
7/21	Flat River, MO
8/4	Steelville, MO
8/25	Sedalia, MO
9/8	Canton, MO
9/22	Collins, MO
10/6	Flat River, MO
10/20	Potosi, MO

Info 314/392-2475

ARRA Road Race Series

6/15-16	Willow Springs, CA
7/4	Willow Springs, CA
7/20-21	Willow Springs, CA
8/17-18	Willow Springs, CA
9/14-15	Willow Springs, CA
10/19-20	Willow Springs, CA
11/16-17	Willow Springs, CA
12/14-15	Willow Springs, CA

Info 805/966-5700

OMRRA C'ship Road Race Series

6/8-9	Portland, OR
8/18	Portland, OR
9/21-22	Portland, OR
10/20	Portland, OR

Info 503/221-1487

MRA Road Race Series

6/9	Pueblo, CO
6/23	Second Creek, CO
7/7	Second Creek, CO
7/21	Mountain View, CO
8/4	Pueblo, CO
8/18	Mountain View, CO
9/14-15	Steamboat Springs, CO
9/29	Second Creek, CO

Info 303/789-2429

CRA C'ship Road Race Series

6/29-30	Brainerd, MN
9/14-15	Brainerd, MN

Info 612/332-4070

HDRA/SCORE Int'l Desert Racing Series

6/7-9	Baja Internacional Ensenada, B.C., MEX
7/5-7	Fireworks 250 Barstow, CA
9/6-8	Nevada 500 Pahrump Station, NV
10/11-13	Gold Coast 300 Jean, NV
11/7-10	Baja 1000 Ensenada, B.C., MEX

Info 818/889-9216.

Golden Crown of Baja Series

7/26-28	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/20-22	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

6/1	Tecate Gran Prix Tecate, B.C., MEX
10/5	Ensenada Gran Prix Ojos Negros, B.C., MEX
11/2	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

SUDS Off-Road Series

6/15-16	San Bernardino, CA
7/13-14	Tecate, Baja, MEX
8/17-18	San Bernardino, CA
10/19-20	Tecate, Baja, MEX
11/16-17	San Bernardino, CA

Info 818/340-5750

ADRA International Desert Race Series

7/6-7	TBA
8/4	Flagstaff, AZ
9/1	Heber, AZ
10/12-13	Sonora, MEX
12/7	Sonora, MEX

Info 602/274-0010

Black-Jack Enduro Circuit Series

6/9	Texarkana, TX
7/28	Goodman, MS
8/11	Breezy Hill, LA
9/15	Little Rock, AR
9/29	Stillwater, OK
10/13	Tulsa, OK
10/27	Oklahoma City, OK

Info 903/832-5323

RMEC Enduro Series

6/9	Buena Vista, CO
6/23	Woodland Park, CO
7/14	Walden, CO
7/21	Del Norte, CO
8/4	Steamboat Springs, CO
9/29	Cloudcroft, NM

Info 307/742-4136

CRRC Road Race Series

6/1-2	Henderson, TX
6/22-23	San Angelo, TX
7/20-21	Henderson, TX
8/3-4	College Station, TX
8/24-25	College Station, TX
9/14-15	College Station, TX
10/12-13	Henderson, TX
10/30-11/3	Grand Nat'l Final Braselton, GA

*Tenative

Info 713/342-9032

Texas Cross Country Racing Assn. Series

6/2	Swan, TX
6/16	Lake Murray, TX
6/30	Mosier Valley, TX
8/25	Waco, TX
9/8	Weatherford, TX
9/22	Lake Whitney, TX
10/6	Swan, TX

Info 214/229-9512

OCCRA Cross Country Series

6/9	Stillwater, OK
9/8	Lawton, OK
9/22	Shagbark, OK
10/6	TBA
10/20	Stillwater, OK
11/10	Lake Murray, OK
11/24	Oklahoma City, OK

Info 405/632-3370

Oklahoma State C'ship MX Series

6/22	Oklahoma City, OK
7/13	Lawton, OK
9/1	Oklahoma City, OK
9/22	Elk City, OK
10/20	Stillwater, OK
11/10	TBA

USBA C'ship Road Race Series

6/9	Salt Lake City, UT
7/7	Salt Lake City, UT
9/1	Salt Lake City, UT
10/5-6	Salt Lake City, UT

Info 801/973-9091

MTEG Off-Road C'ship GP Series

7/20	Los Angeles, CA
9/TBA	Denver, CO
9/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

* Tentative

Info 714/938-4100

AFM Road Race Series

6/15-16	Sears Point, CA
6/29-30	Sears Point, CA
7/13-14	Sears Point, CA
8/10-11	Sears Point, CA
8/31-9/1	Sears Point, CA
10/20	Sears Point, CA

Info 415/537-8208

NMA Mini Road Race Series

6/2	Riverside, CA
6/9	Amago, CA
7/7	Riverside, CA
7/28	Amago, CA
8/18	Riverside, CA
9/15	Riverside, CA
9/29	Amago, CA
10/13	Riverside, CA
10/27	Amago, CA
11/17	Riverside, CA
11/24	Amago, CA
12/7-8	Riverside, CA

Info 213/864-5214

GFI Amateur Supercross Series

6/23	Los Angeles, CA

NMA Off Road Series

6/9	Bellingham, WA
8/17-18	Bellingham, WA

1991 VIERA PRO SERIES

PRIME SPORTS NORTHWEST

GREATER NORTHWESTERN SUZUKI DEALERS

KXRX

Present the

VIERA Northwest Nationals

JUNE 22nd & 23rd

Gates Open at 8:00 a.m. Racing at Noon Both Days

FEATURING:

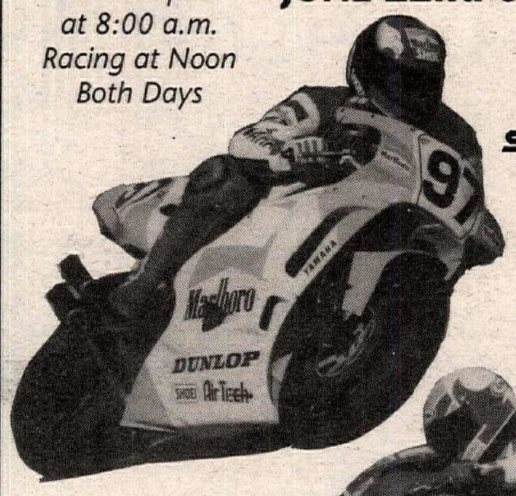
VIERA FUSA

sbs 6 HR NATIONAL ENDURANCE

DUNLOP SUPERSTOCK

AirTech VIERA FORMULA II

METZELER FUTURE STARS



The Northwest's Biggest Road Racing Event!

SEE...
500cc GP Bikes,
250cc GP Bikes,
Unlimited:
Formula USA Race Bikes!

Marlboro Team Roberts
Team Suzuki Endurance
Wayne Rainey Racing's
Otsuka Electronics Team
Davhar Racing and
MANY MORE TEAMS

SEATTLE INTERNATIONAL RACEWAY
KENT, WASHINGTON
Ticket Information - (206) 631-1550
Advance Tickets on sale June 5th at participating Suzuki Dealers

1/2 MILE DIRT TRACK

AMA JUNE 22 AMA

EAST WINDSOR SPEEDWAY
East Windsor, NJ

Pro-Am, Junior & Expert Classes

Gates Open	5:00pm
Practice	6:30pm
Race	7:00pm

INFO
(609) 448-8510

Directions: Take Hwy 130, Hwy 33 or NJ Turnpike Exit 8 to Airport Rd. in East Windsor, NJ. Follow signs.

Want to go racing!? Check the Cycle News calendar section.

SACRAMENTO RACEWAY
1991 Racing Calendar

CMC Stadium Motocross
Friday Nights, Apr. 5 - Oct. 25
Gates Open 5:00 pm
Stadium MX Practice Every Wed. Night 6 pm

SPECIAL EVENTS
Summer Series
Friday Nights, May 31 - July 5
(No race June 21- Race instead June 19)

5305 Excelsior Rd., Sacramento, CA 95827
(916) 363-2653 (916) 363-2645
Track Located In South East Sacramento
North Off The Jackson Highway

CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK
MX Racing Every Friday Night at LACR
Gates Open 5pm Practice 6pm Race 7pm

Sun. June 2 MX Sunrise Park
Sun. June 9 MX LA County Raceway
Sun. June 16 MX Glen Helen
Sun. June 23 MX LA County Raceway

Next Vintage Race
Sun. June 23 LA County Raceway
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway

CRC Info 805-272-8889

WIN A TRUCK!

G.F.I.

WIN A TRUCK!

NIGHT MOTOCROSS SERIES

TRUCK GIVE-AWAY

Earn Points to win an

★ OFFICIAL 1991 GFI ★

Series Opener **JUNE 1st** at Perris Raceway

gates open: 3 p.m.
practice: 4 p.m.
race: 5 p.m.

MEMBERSHIP NOT REQUIRED TO RACE!

must be GFI member to earn series points

All Riders Welcome

TOP FIVE OVER-ALL SERIES WINNERS IN EVERY CLASS ELIGIBLE FOR TRUCK GIVE-AWAY

ALL GFI AT NIGHT MX EVENTS WILL BE HELD AT PERRIS RACEWAY
FOR INFO CALL GFI RACING AT (714) 788-5853

FAST SALE!

We have now available For Sale a 1991 Yamaha FZR 750RR!

Those interested should contact Bob Lerner at (305)565-3110 or fax at (305)565-5166

Yamaha South • 911 E. Oakland Park Blvd., Ft. Lauderdale, FL 33334

District #37 Referee

Joe Ellis (619) 947-5477
Race Info Only (213)376-1329

On all off-road events, Green Stickers & Spark Arrestors are required.
NO 3-wheel ATVs allowed - Quad Cycles okay.
A.M.A. membership is required.
Presence of Parent or legal guardian is required for minors to race.

COMPETITION SCHEDULE

Date	Club	Event
June 8&9	Desert Vipers M/C Location: Camp Rock Rd Info: (714) 779-5313 (after 6:00)	European Scrambles
June 16	Ventura County M/C Location: Sidewinder Road Info: Rick (805) 647-8745	Qualifier
June 13&14	Prospectors M/C Dirt Diggers M/C Location: Red Mountain (Teagle, WA) Info: Jim (619) 736-2128 Dirt Diggers Don (619) 243-4979 Prospectors	Duel/Duel Euro. Scrambles
June 29&30	100' M/C Location: Stoddard Wells Rd. Info: Jeff (714) 778-3674 Bruce (714) 245-1553	Euro Scrambles

ROAD & DUAL SPORT SCHEDULE

INFO: (818) 249-2141

Date	Club	Event
June 1	Team Dual Dogs Location: Newhall Info: (818) 701-1913	Dual Sport
June 8&9	Shamrock Road Riders Location: Info: (805) 581-3235	Road
June 9	Abate Local 1 "Christmas In Summer Location: Info: (818) 769-3964	Road
June 16	Chapparrals M/C "Dad's Day Location: Big Bear Info: (714) 630-4544	Dual Sport
June 21-23	Abate State Rally Location: Info: (818) 769-3864	Road
June 29&30	Team Dual Dogs "Dual Sport Ride" Location: Lake Isabella Info: (818) 701-1913	Dual Sport

DISTRICT 36 Competition Calender

Director of Competition
Jess Gallo 707-998-9405

AMA Card Required

Green Sticker and Spark Arrestor Required at most events.

Quads welcome, please call.

Presence of parent or guardian is required for minors to race

DISTRICT 36 CALENDAR — JUNE

DATE	CLUB PROMOTER	EVENT TYPE
6/1	Stockton M/C Stockton Info: 209-951-0706	Short Track
6/2	Far West M/C Big Boot, Eureka Info: 707-688-5506	Enduro
6/2	Red Neck Rooster Old Crow Hollister Hills Info: 415-687-1777	MX
6/8	Stockton M/C Stockton Info: 209-951-0706	Short Track
6/9	Merced Dirt Riders Little Polecat Info: 209-634-4810	Enduro
6/15	Stockton M/C Stockton Info: 209-951-0706	Short Track
6/16	World Sports Promotion Spartan Stadium, San Jose Info: 813-822-8929	Amateur SX
6/21	Motostuds M/C Promotions Santa Maria Speedway Info 805-549-9616	Short Track
6/22	Lodi M/C, Inc. Lodi Info: 209-368-7182	Short Track
6/29	Lodi M/C, Inc. Lodi Info: 209-368-7182	Short Track

CALENDAR

9/7	Sultan, WA
9/22	Shelton, WA
10/20	Goldbar, WA
11/10	Shelton, WA
11/17	Bellingham, WA

Info 206/724-7515

NMA Enduro Series

7/21	Chehalis, WA
7/27	Mt. Vernon, WA
9/29	Mt. Vernon, WA
10/6	Olympia, WA
10/27	Bellingham, WA

Info 206/724-7515

MAY						
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JUNE						
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23	24	25	26	27	28	29
30						

• Denotes Pro Payback

May 29

CALIFORNIA SPEEDWAY
• IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 30

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

May 31

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA ARENACROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SHORT TRACK/TT
BRA Summer C'ship Series. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA TT
Supersports/Little Okie Spring TT Trophy Series. Little Okie, Madera. Info 209/673-8080.
CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
IDAHO SHORT TRACK
• AMA. Triber's Stateline Speedway, Stateline. Info 509/927-1163 or 226-0656.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC. Silver State MX, Carson City. Info 702/267-4392 or 883-6111.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 31-June 1

KANSAS SHORT TRACK
• Motor Sports of America. Ellis County Fairgrounds, Hays. Info 1-800-544-8714.

June 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• Bounty Hunter Series/NMA Ponca City Nat'l Qualifier/Supersport Promotions. Chowchilla Fairgrounds, Chowchilla. Info 415/757-2923 or 209/673-8080.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SPEEDWAY
• AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 369-5195.
CALIFORNIA SHORT TRACK
• R & D Racing. Paso Robles Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Coors/Kawasaki MX Series. Ventura County Fairgrounds, Ventura. Info 805/656-1122.
CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs 2nd Annual Dog Run. Hansen Dam Recreation Park, Sylmar. Info 818/701-1913.
CALIFORNIA MOTOCROSS
• GFI. Perris Raceway, Perris. Info 714/788-5853.
COLORADO SUPERCROSS
• SRAC/Concept Promotions. Penrose Stadium, Colorado Springs. Info 303/988-7722.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
West Florida MX, Milton. Info 904/994-0827 or 994-4606.
GEORGIA SUPERCROSS
AMA S.E. Regional C'ship MegaSeries/RCG Supersports. Riverside SX, Calhoun. Info 615/323-5497 or 404/928-3053.
IOWA SUPERCROSS
• Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
MASSACHUSETTS JR ENDURO
NETRA C'ship Jr Enduro Series. King Philip Jr. Wrentham. Info 203/875-5757.
MASSACHUSETTS SUPERCROSS
AMA. Foxboro Stadium, Foxboro. Info 1-900-468-4787.
MEXICO GRAND PRIX
Gran Prix de Baja Series. SVORP&R, Tecate, B.C. Info 818/340-5750.
NEVADA ARENACROSS
On Trac Events. Reno Fairgrounds, Reno. Info 702/267-4392.
NEW YORK SUPERCROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA STADIUMCROSS
• Sunbelt Motorsports. AMA. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
NORTH CAROLINA MOTOCROSS
NAME Series. New Bern. Info 919/224-8381.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OHIO MOTOCROSS
D-12 & 14. Glass City MC, Delta. Info 419/666-8413 or 822-3286.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SHORT TRACK
Mansfield MC clubgrounds, Mansfield. Info 419/524-1347.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
Sat. Nite Stars Challenge. Dallas Ricker Complex, Kingsport. Info 615/234-0772.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
TEXAS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Lake Houston. Info 214/660-6107.
WASHINGTON SHORT TRACK
• AMA/D-27. Mt. Baker MC, Hannegan Speedway, Bellingham. Info 206/733-1694.
WASHINGTON SHORT TRACK
• AMA/D-27. Rainier Bowl, Rainier. Info 206/862-1199.
WASHINGTON MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Richland. Info 206/667-8515.

June 1-2

CALIFORNIA TRIALS
SCTA 2 Day Observed Trials. Big Bear. Little Pine Flats, Fawn Skin. Info 714/639-6470.
CANADA OT MOTOCROSS
International Oldtimers C'ship MX Series. Alberta Oldtimers. Edmonton, Alberta. Info 208/467-3593.
INDIANA MOTOCROSS
AMA/D-15/Reads Racing IN C'ship. Trojan, N. Webster. Info 219/594-2649 or 5994-2974.
IOWA TRIALS
All Iowa Trials Riders Assn. Don Ruhl Farm, Anamosa. Info 319/377-8089.
NEW JERSEY DRAGS
• Prostar Garden State Nationals. Atco Raceway, Atco. Info 609/768-4624.
NEW YORK HALF MILE
AMA/Square Deal Riders MC. Half-Mile Amateur Nat'l Qualifier. Afton Fairgrounds, Afton. Info 607/775-1955.
PENNSYLVANIA MOTOCROSS
M-G Racing. Loretta Lynn's Area Qualifier. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
WASHINGTON SCRAMBLES/SHORT TRACK
AMA/D-27. Dinosaur Days Vintage Scrambles/ST. Tacoma MC, ORV Park, McCleary. Info 206/535-8817.
WASHINGTON MOTOCROSS
Pac-West Nat'ls. CMC/Clicker Racing. Horn Rapids ORV Park, Richland. Info 206/246-8484.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 2

ALABAMA MOTOCROSS
• Cane Creek MX Park, Heflin. Info 205/463-5470 or 463-2401.
ALABAMA MOTOCROSS
Burnsville MX, Selma. Info 205/285-4444.
CALIFORNIA MOTOCROSS
International Sports Marketing Group. Sand Hill Ranch, Brentwood. Info 415/388-5372 or 388-5372.
CALIFORNIA MOTOCROSS
• CMC Spring Classic #8. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
Red Neck Roosters. Hollister Grand Prix Track, Hollister. Info 415/237-4379.
CALIFORNIA MOTOCROSS
• CRC/Kaw/Suz of Ridgecrest. Desert Empire Fairgrounds, Ridgecrest. Info 619/375-8606.
CALIFORNIA ENDURO
D-36/Far West MC. Big Boot Enduro. Big Lagoon - Trail of the Redwoods, Eureka. Info 707/826-2006 or 415/827-4940.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CONNECTICUT ENDURO
NETRA C'ship Series. New England Enduro, Somers. Info 203/875-5757.
FLORIDA ENDURO
FTR Enduro Series. Richloam. Info 906/796-8654.
FLORIDA MOTOCROSS
• AMA/FMC 11th Annual Summer Series. Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Macon. Info 813/938-3306.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 986-5420.
GEORGIA POKER RUN/TRAIL RIDE
High Point Trail Riders Assn. Perry. Info 912/956-5975 or 987-7835.
ILLINOIS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Byron. Info 815/234-2271.
IOWA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Greenfield. Info 515/763-2461.
IOWA SWAP MEET/HILLCLIMB
J & P Promotions. Jct. of 64 & 151, Wapaipinicon River. Info 319/462-4844.
KANSAS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Warnego. Info 913/842-8272.
KANSAS MOTOCROSS/TT
KMSA/NMA Qualifier. Northeast Kansas MX, Westmoreland. Info 913/456-2516.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Rec. Park, Gardnersville. Info 606/472-3442.
MARYLAND HARE SCRAMBLES
AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MARYLAND ENDURO
ECEA C'ship Series/PATRA. Green Marble Enduro Riders, Whiteford. Info 301/542-7690.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Moto-X 338, Southwick. Info 413/569-6801.
MICHIGAN ENDURO
AMA/D-14. Rose City. Info 313/474-7214.
MICHIGAN HALF MILE
AMA/D-14/Valley Trail Riders MC. Gladwin County Fairgrounds, Gladwin. Info 517/426-5151.

MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
● Taz-Mania MX, Inc. New Albany. Info 601/534-2836.
MISSISSIPPI MOTOCROSS
Miss-Lou MX, Liberty. Info 504/664-4297.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Jamestown. Info 314/392-2475 or 868-4128.
MISSOURI MOTOCROSS
AMA/D-18. LOMX Racing. Lake Ozark MX Park, Osage Beach. Info 314/369-2779 or 369-2248.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Bartley. Info 308/692-3323.
NEVADA MOTOCROSS
● CMC Spring Series/OT of NV. Silverstate Raceway, Carson City. Info 916/544-0548.
NEW YORK MOTOCROSS/SCRAMBLES
● WNYSC Series. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK SPEEDWAY
American Speedway, Owego. Info 607/748-5929.
NORTH CAROLINA MOTOCROSS
● AMA/D-29/NC State C'ship/NMA Ponca City Nat'l Qual. Devil's Ridge, Sanford. Info 919/776-2412 or 776-1767.
NORTH DAKOTA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Dickinson. Info 701/838-1268.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLES
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OHIO MOTOCROSS
● AMA/D-11. Holeshot Hills Comp. Club, Harrison. Info 513/738-0307.
OHIO HARE SCRAMBLE
AMA/D-11. Chillicothe Enduro Riders Assn., Chillicothe. Info 614/775-4956 or 775-9777.
OHIO TT
Race 'em Chase 'em Promotions. Speedway 250, Cadiz. Info 216/339-7812.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA HILLCLIMB
AMA Nat'l C'ship Hillclimb Series. White Rose MC clubgrounds, Jefferson. Info 614/891-2425.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series/ Poor Boy Promotions. Reddy Hole, Ivor. Info 804/397-7586 or 488-6315.
WEST VRIGINIA CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC Series. Strawberry Festival, Buckhannon. Info 304/594-1157.

June 5

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/87803783.

June 6

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

June 7

CALIFORNIA SPEEDWAY
● AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CRC. LA. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TT
Supersport. Trophy Night. Little Okie, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
COLORADO SUPERCROSS
● CMC/High Country Promotions. Adams County Fairgrounds, Brighton. Info 303/663-3356.
IDAHO SHORT TRACK
● AMA. Triber's Stateline Speedway, Stateline. Info 509/927-1163 or 226-0656.
INDIANA SHORT TRACK
AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Silver State MX, Carson City. Info 916/544-0548.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO RALLY/SWAP MEET
J & P Promotions. Ross County Fairgrounds, Chillicothe. Info 319/462-4844.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 7-9

MEXICO DESERT RACE
SCORE/HDRA Int'l Desert Racing Series. Baja Internacional, Ensenada, B.C. Info 213/540-5001.
MINNESOTA RALLY
V-4 Ex Reps/Ninja Nuts. World Rally. Steve & Connie's, Farbault. Info 507/332-2527.

June 8

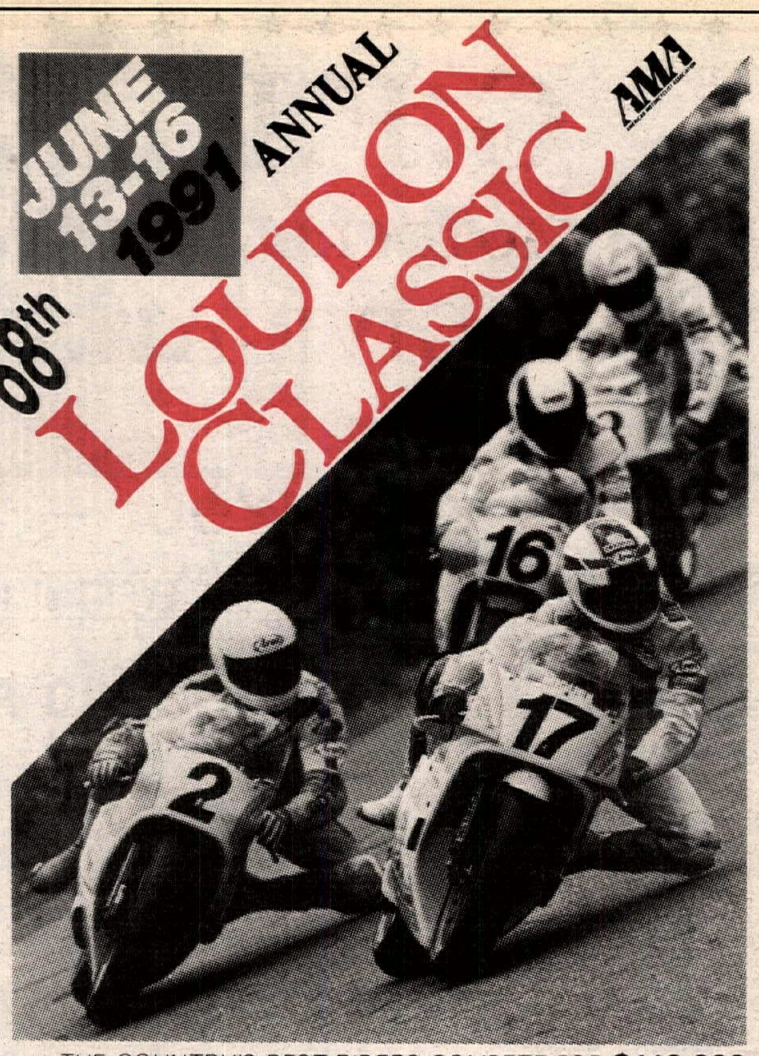
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALASKA MOTOCROSS
Alaska M/C Racing Assn. Kincaid Park, Anchorage. Info 907/694-2805.
ARIZONA MOTOCROSS
● CMC Mid-Summer Night Classic Series. Canyon Raceway, Phoenix. Info 602/971-0203.
CALIFORNIA MOTOCROSS
● GFI. Perris Raceway, Perris. Info 714/788-5853 or 554-9442.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA SHORT TRACK
AMA/D-36. Stockton. Info 209/544-1027 or 369-5195.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
● GFI Club Moto Summer Series. Santa Clara PAL Traack, Santa Clara. Info 415/846-1139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun. Info 404/928-3053 or 629-4450.
ILLINOIS MOTOCROSS
AMA. Belleville Enduro Team, Belleville. Info 618/277-3478 or 235-6666.
INDIANA MOTOCROSS/MUD BOG
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, N. Webster. Info 219/594-2649 or 594-2974.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEW HAMPSHIRE SHORT TRACK
AMA/Sideways Promotion. Canaan USA Speedway, Canaan. Info 508/632-5939.
NEW YORK DIRT DRAGS
American Speedway, Owego. Info 607/748-5929.
NORTH CAROLINA SUPERCROSS
NAME Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA STADIUMCROSS
● AMA. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO SUPERCROSS
CRA. Western Reserve MC, Salem. Info 216/337-8077 or 8005.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694 or 484-3901.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA GRAND PRIX
The Challenger, Jacksonville. Info 412/726-5494.
SOUTH CAROLINA MOTOCROSS
● FMC 11th Annual Summer Series. Low Country MX, Hardeeville. Info 904/591-2377.
SOUTH DAKOTA SHORT TRACK
Jackpine Gypsies MC, Sturgis. Info 605/347-4243.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SAND DRAGS
West Tenn. Sand Drags, Inc. Friendship. Info 901/656-2320.
WASHINGTON TT
● AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.
WEST VIRGINIA DUAL SPORT
Racer Productions/AMA/Suzuki Nat'l Dual Sport Ride. Blackwater Falls State Park, Davis. Info 304/594-1157.

June 8-9

CALIFORNIA SCRAMBLES
AMA/D-37/Desert Vipers MC/Best of the West Series. Dual European Scrambles. Anderson Dry Lake area, Lucerne Valley. Info 714/779-5313.
COLORADO SHORT TRACK
● AMA/Freedom All-American MC Rodeo & Swap Meet, Inc. Island Grove Park, Greeley. Info 303/238-0425.
INDIANA HILLCLIMB
Hoosier Hillclimbers, Metamora. Info 317/861-6798 or 359-2809.
MAINE MOTOCROSS
NMA/Ponca City Nat'l Qualifier. S. Berwick. Info 207/384-2451.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Leon Dube 2-Day. Allenstown. Info 203/875-5757.
TENNESSEE MOTOCROSS
AHRMA Vintage Iron Nat'l MX Series. Muddy Creek, Blountville. Info 209/252-9053.
WASHINGTON MOTOCROSS
● Pac-West Nat'ls. CMC/Holeshot Racing. Seattle Int'l Raceway, Auburn. Info 206/246-8484.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 9

ALABAMA MOTOCROSS
Burnsville MX, Selma. Info 205/285-4444.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROAD RALLY
AMA/Greg Scheid Assoc./Northern Cal. M/C Festival. Casa de Fruta, Hollister. Info 408/972-8063.
CALIFORNIA MOTOCROSS
NMA/Ponca City nat'l Qualifier. Sunrise Cycle Park, Adelanto. Info 213/868-8112.
CALIFORNIA MOTOCROSS
● CMC/Great Northern Promotions. Prairie City SVRA, Hangtown MX Track, Sacramento. Info 916/489-3839.
COLORADO MOTOCROSS
● SRAC/NMA Ponca City Nat'l Qualifier. Pueblo Motorsports Park, Pueblo. Info 303/988-7722.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
DELAWARE MOTOCROSS
AMA/dDE Motorsports. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Dixie MC Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
INDIANA MOTOCROSS
Hoosier Hilltoppers MC, Uniontown. Info 219/522-1522.
INDIANA HARE SCRAMBLES
● Stoney Lonesome Series, Columbus. Info 812/379-2312.
IOWA TRIALS
All Iowa Trials Riders Assn. Waterloo. Info 319/233-3898.
MARYLAND MOTOCROSS
AMA/D-7. Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MINNESOTA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Mazeppa. Info 612/451-8401.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSOURI MOTOCROSS
AMA/MXP. Finger Lakes State Park, Columbia. Info 314/474-2444.
MISSSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Jefferson City. Info 314/392-2475 or 417/865-5127.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Alliance. Info 308/762-6511.
NEW JERSEY MOTOCROSS
● AMA/6th Annual Suzuki NJ State C'ship/EVMR Series Vintage MX Regional C'ship. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK SPEEDWAY
American Speedway, Owego. Info 607/748-5929.
NEW YORK MOTOCROSS
WNYSC Series/NMA Ponca City Nat'l Qualifier. Silver Springs MX Racing, Rock Glen. Info 716/786-2157 or 594-8660.
NEW YORK HARE SCRAMBLES
NY State H.S. Series. Moravia. Info 315/784-5473.
NEW YORK SHORT TRACK
Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NORTH CAROLINA MOTOCROSS
D-29/NMA/Ponca City Nat'l Qualifier. Top Gun, Iron Station. Info 704/873-5083.
NORTH DAKOTA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Bismark. Info 701/838-1268.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.



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GFI/PERRIS RACEWAY
1991 SCHEDULE

Sat. June 1	GFI at Night	Round 1	Perris Raceway
Sat. June 8	GFI at Night	Round 2	Perris Raceway
Sat. June 15	GFI at Night	Round 3	Perris Raceway
Sun. June 16	CRC/AHRMA Vintage Race		Perris Raceway
Sat. June 22	No Race		

(714) 788-5853

CALENDAR

OHIO HARE SCRAMBLE
CRA. Salem MC, Salem. Info 216/482-2971 or 427-6645.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
OHIO MOTOCROSS
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
OHIO HARE SCRAMBLES
AMA/D-11/JTM Promotions. Millfield, Chauncey. Info 614/653-7395.
OHIO MOTOCROSS
● AMA/D-11. Holeshot Hills Comp. Club, Harrison. Info 513/738-0307.
OHIO POKER RUN
D-12 & 14. Glass City MC, Delta Motor Sport Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
Sandusky Valley Riders MC, Tiffin. Info 419/447-6489 or 447-3054.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
OREGON MOTOCROSS
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/221-1487.
OREGON SCRAMBLES
● Kerby Racepark, Cave Junction. Info 503/592-2978 or 476-4336.
PENNSYLVANIA HILLCLIMB
AMA Nat'l C'ship Hillclimb Series. Bushkill Valley MC, Freemansburg. Info 614/891-2425.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bellco, Inc./NMA Ponca City Qualifier. Steel City USA, Delmont. Info 304/594-1157 or 412/468-4786.
PENNSYLVANIA MOTOCROSS
AMA. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
RHODE ISLAND HARE SCRAMBLES
NETRA C'ship Series. Woodsocross Nat'l. W. Greenwich. Info 203/875-5757.
SOUTH DAKOTA SHORT TRACK
Jackpine Gypsies MC, Sturgis. Info 605/347-4232.
TENNESSEE MOTOCROSS
T-N-T MX Park, Milan. Info 615/294-2099.
TENNESSEE MOTOCROSS
AMA/S.E. Regional C'ship MegaSeries. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS MOTOCROSS
Burleson MX Park, Birleson. Info 817/295-1760 or 295-8908.
UTAH ROAD RACE
USBA Series. Bonneville Raceway, Salt Lake City. Info 801/979-9091.
WASHINGTON OFF ROAD
NMA Off-Road Series. Toasted Hare Scrambles, Mount Baker MC, Bellingham. Info 206/724-7515.
WEST VIRGINIA DUAL SPORT
Racer Productions. Canaan Valley. Info 304/594-1157.

June 12

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 13

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

June 14

CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
● AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
INDIANA SHORT TRACK
● AMA. Nat'l Qualifier. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
● CMC/OT of NV. Silver State MX, Carson City. Info 702/267-4392 or 883-6111.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 14-16

NEW HAMPSHIRE ROAD RACE
● AMA Nat'l C'ship Road Race Series. New Hampshire Int'l Speedway, Loudon. Info 614/891-2425.

June 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ARIZONA MOTOCROSS
● CMC Mid-Summer Night Classic. Sierra Vista Raceway, Sierra Vista. Info 602/971-0203.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
AMA/D-36. Benefit Race. Stockton ST, Stockton. Info 213/427-6685.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Paso Robles Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● GFI. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SUPERCROSS
● AMA Camel Supercross Series. Spartan Stadium, San Jose. Info 1-900-468-4787.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
● GFI Summer Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SAND DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
ILLINOIS SHORT TRACK
AMA/Belleville Enduro. Team Dirt Track Qualifier. Belleville. Info 618/277-3478 or 235-6666.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited. Charley Walter Memorial. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
IOWA SUPECROSS
● Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
NEW MEXICO MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Truth or Consequences. Info 505/281-8094.
NEW YORK SHORT TRACK
AMA Amateur Nat'l Qualifier. Square Deal Riders MC, Harpursville. Info 607/775-1955.
NEW YORK SUPERCROSS
LISC. Suffolk Meadows SX, Suffolk. Info 516/728-7727.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Parkton. Info 919/843-2714.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA STADIUMCROSS
● AMA. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
PENNSYLVANIA SHORT TRACK/TT
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SHORT TRACK
WKCRA/Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511.
TEXAS MOTOCROSS
Good Times Sports Park, San Antonio. Info 512/663-9401 or 512/694-0388.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
AMA/D-27. Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

June 15-16

ALASKA MOTOCROSS
Alaska Motorcycle Racing Assn. State Series #2. Kincaid Park, Anchorage. Info 907/694-2805.
ARKANSAS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Pine Bluff. Info 501/877-2615.
CALIFORNIA ROAD RACE
AFM Series. Sears Point Racewaya, Sears Point. Info 415/537-8208.
CALIFORNIA OFF ROAD
SUDS Short-Course Series. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
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International Oldtimers C'ship Series. Los Angeles Oldtimers. Mammoth. Info 208/467-3593.
MARYLAND DRAGS
HDRA 3rd Annual Mason-Dixon Nat'ls. Mason-Dixon Dragaway, Hagerstown. Info 919/229-4877.
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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

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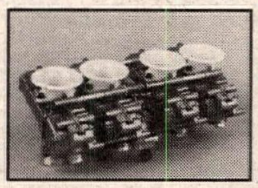

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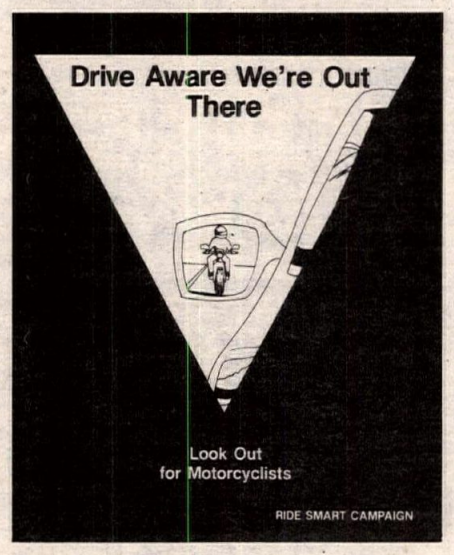

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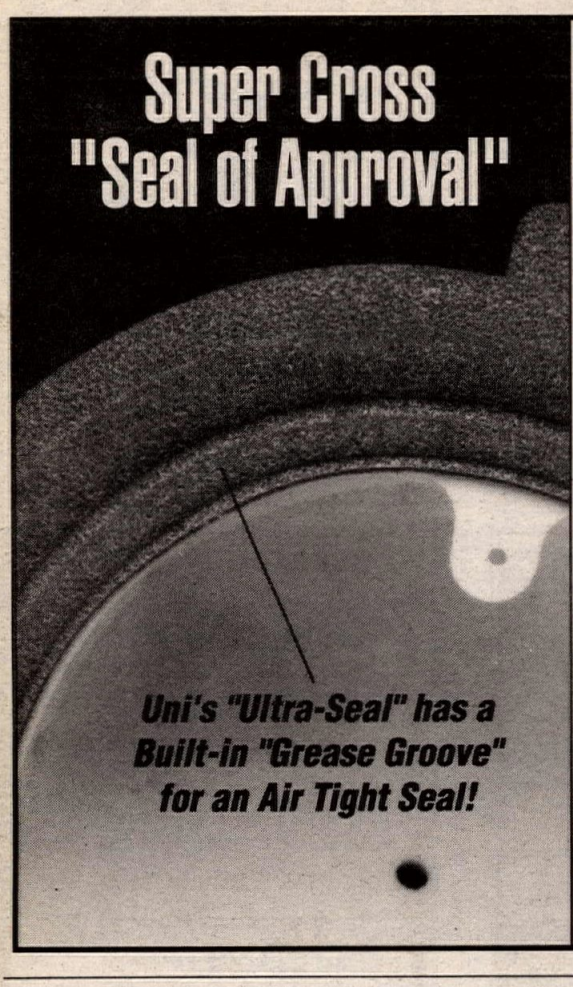

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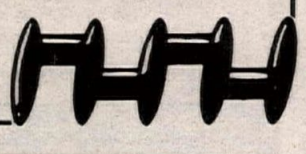

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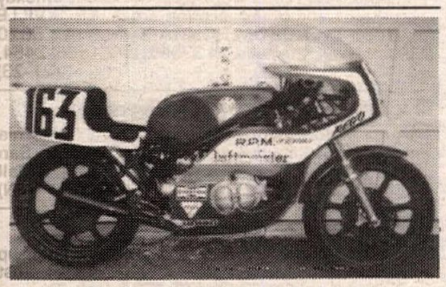

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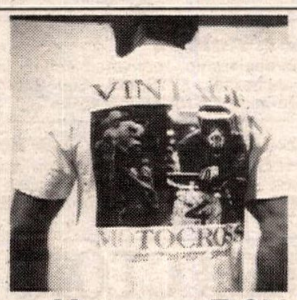

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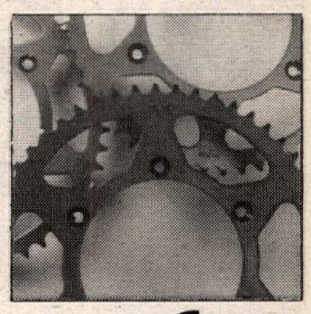

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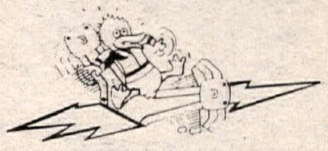

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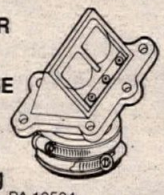
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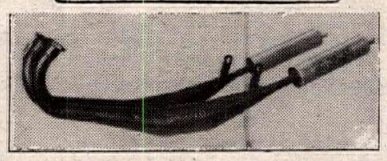

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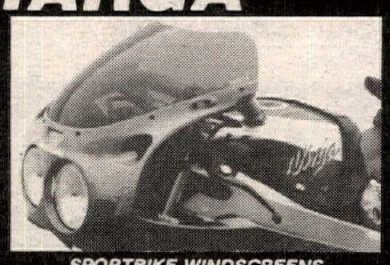

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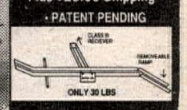

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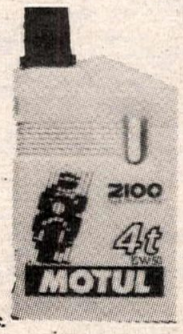

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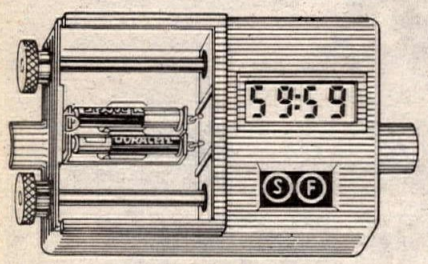

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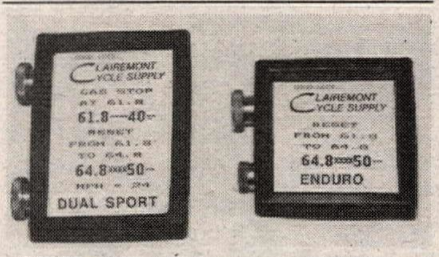

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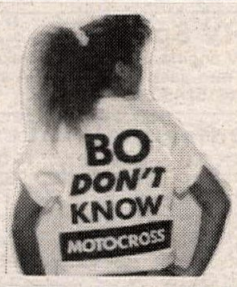

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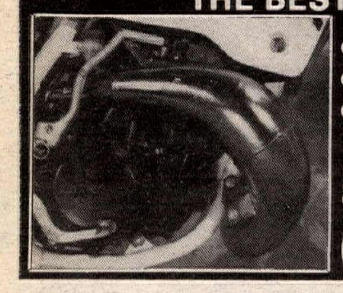

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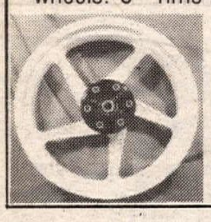

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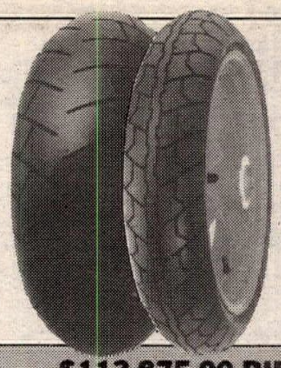

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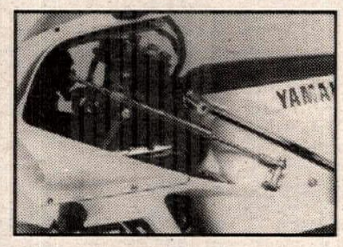

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RESULTS

Motocross
Hurricane Hills Sports Center
Clifford, PA
May 5
By Carla Nelson

60 7-11
Jeremy Cook Kaw
85 12-13
Michael Peat Suz
Zegin Braun Kaw
Scott Rockwell Suz
85 14-15
Chad Kresge Kaw
Vinnie Buratti Kaw
Chris Talotta Kaw
WDSMN
Scott Bartlow Suz
Thomas Stillo Yam
VINT
Mark Halone Hon
Reginall Gensee Hon
James Kennedy Kaw
125 SCHBY
Wayne Scott Hon
Joshua Bannan Hon
Chad Kresge Kaw
COLLEGEBOY AM
Steve Nagy Kaw
Rick Maxson Suz
Anthony Peregrin Kaw
COLLEGEBOY EX
Ty Wallace Kaw
Zy Braun Kaw
Craig Mason Suz
PLUS 25 EX
Barry McCarty Suz
Scott Raapasell Suz
John Walton Hon
SR AM
Dave Diehl Suz
Jim Tholen Suz
Vance Laurach Suz
SR EX
Phil Carlin Hon
Jarrett Newby Hon
Jaffery Brehn Kaw
PLUS 40
Joseph Vagloski Yam
Erv Braun Kaw
Rees Firestone Suz
125 NOV
Ben Firestone Suz
Carmine Derosa Kaw
Rich Daly Yam
125 AM
Wayne Scott Hon
Joshua Banhan Hon
Rick Maxson Suz
125 EX
Ty Wallace Kaw
Matt Bond Hon
Steve Hess Kaw
250 NOV
Tony Yagloski Yam
Ben Firestone Suz
Carl Wolter Kaw
250 AM
Wayne Scott Hon
George Wolter Hon
Steve Nagy Kaw
250 EX
Matt Bond Hon
Dag Boyesen Kaw
Dan Bortz Suz
OPEN AM
George Wolter Hon
John O'Brien Kaw
Bernard Andrejack KTM
OPEN EX
Jarrett Newby Hon
Bob Walton Kaw
Ray Charneski Hon

Motocross
NESC
Middleboro, MA
May 5

85 BEG
Ryan Heilman Suz
John Silvia Kaw
Cory Dias Hon
Marc Schiliro Kaw
Adam Weiner Suz
85 JR
Adrian Colon Kaw
Rich Rogers Suz
Jason Bishop Kaw
Jason Boron Kaw
85 ADV
Pat Outericky Kaw
Gerry Lashway Kaw
Clint Rooney Hon
125 BEG
Steve Obey Hon
Mark Scalisi Hon
Sean Driscoll Kaw
Steve Cheney Hon
Bill Kudelchuk Hon
125 JR
Darren Schwartz Suz
Joe Russo Kaw
Tom Giles Suz
Chris Dube KTM
Tom Samolis
125 ADV
Adam Dupont Suz
Glen Labbe Kaw
Brian Gingras Kaw
Chris Harris Suz
Jeff Carmignani Kaw
125 NOV
Stephen Digrogorio Hon
Rick Barlik Hon
Craig Houston Hon
Bob Harris Suz
Jason Drake Suz
250 NOV
Robert Marsden KTM
Fred Schobel II Yam
David Williams Suz
Brian Vivieros Hon
Charles Meserve KTM
OPEN NOV
Charles Meserve KTM
Scott Oatley Hon
Jeff Wood Hon
Ted Andelakis Hon
Michael Cataloni Suz
125 AM
Jason Buzzee Kaw
Adam Dupont Suz
Glenn Labbe Kaw
Austin Squires Yam
Jeff Carmignani Kaw
200+ AM
Doug Pitts Kaw
Sean Matthews Suz
Michael Wainio Yam
Niko Lavoie Kaw
Brian Webster Hon
OPEN AM
Jeff Neilander Yam
Chris Kelly Hon
Mike Walsh Kaw
Mike Carlon Suz
Robb Perrin Kaw
125 EX
John Dowd Hon
Mike Treadwell Suz
Badger Dzielak Hon
Randy McCann Kaw
Patrick Barton Suz
200+ EX
John Dowd Hon
Carlo Coen Suz
Mike Treadwell Suz
David Antonucci Hon
Randy McCann Kaw
VET AM
Mike Walsh Kaw
Rich Barnaby Yam
Jim Satryb Suz
Bob Musumeci Suz
Mark Wolverton Hon
VET EX
Jim Meenan Suz
Don Grahn Hon
Joe Mikalson Hon
John Welch Hon
Rich Crooker KTM
SR NOV
Dave Gladding Hon
Darcy Danby Hon
Gary Hutchinson Suz
Bruce Andruskiewicz Yam
Robert Swatik KTM
SR AM
Jack Weaver Yam
Jim Satryb Suz
Will Borges Hon
Jim Simone Kaw
Jim Pare Hon
SR EX
Don Grahn Hon
Dave Clemence KTM
Joe Ferrini Yam
40+
Robert Swatik KTM
Jim Simone Kaw
Lou Colon Yam
John Barone Sr. Hon

Motocross
Mosier Valley MX Pk
Euless, TX
May 10
By Renee Cordrey

VET OVER 30
Larry Massey Yam
Kelly Parker Yam
Brian Colmer Hon
500 NON-PRO
Perry Reeder Kaw
Chris Scoggin
125 STK BEG
Chris Safrit Suz
Ken Tackett Suz
Alan McGehee Hon
Terry Knight Hon
Brent Grable Hon
125 STK NOV
Vince Kacier Hon
Danny Boynton Suz
Jason Narramore Yam
Robbie Floyd Hon
Bud Murphy Suz
125 STK INT
Joey Pratt Kaw
Chris Daubitz Kaw
Mike Kurz Suz
Michael Peacock Kaw
50 P/W STK
Dusty Fountain Yam
Sean Roden Yam
Logan Williams Yam
Lynn Nickerson
Kevin Harden Suz
80 STK 9-11
Daniel Bonner Kaw
Jeff Young Kaw
Aaron Davidson Suz
80 STK BEG 12-16
Nathaniel Herndon Suz
Garvin Wendel Suz
Chris Torrance Kaw
80 STK 14-16
Brad Woolsey Hon
Billy Akers Kaw
Chris Piccole Kaw
80 STK 12-13
Charley Bogard Kaw
Brian Knopf Suz
William Hitchcock Suz
Kris Neubauer Suz
Jeff Smith Kaw
250 STK NOV
Perry Reeder Kaw
Robbie Floyd Hon
Teddy Moody Kaw
Vince Kacier Hon
Jason Artinger Hon
250 STK INT
Michael Peacock Kaw
Mike Shirley Kaw
60 STK 9-11
Daniel Bonner Kaw
Jacob Jones Yam
John George Kaw
Joshua Bridges Kaw
80 STK 6-8
Dusty Fountain Kaw
Sean Roden Kaw
125 MOD BEG
Chris Safrit Suz
Scott Gray Hon
Ken Tackett Suz
Alan McGehee Hon
Randall Rejcek Kaw
125 MOD NOV
Matt Feil Kaw
T.J. Patel Hon
Bryan Colmer Hon
Danny Boynton Suz
Mike Boliver Suz
125 MOD INT
Joey Pratt Kaw
Chris Daubitz Kaw
Mike Kurz Suz
Michael Peacock Kaw
60 MOD 6-11
Daniel Bonner Kaw
50 P/W MOD
Dusty Fountain Yam
Logan Williams Yam
80 MOD 9-11
Daniel Bonner Kaw
Jeff Young Kaw
80 MOD BEG 12-16
Chris Torrance Kaw
Gavin Wendel Suz
80 MOD 12-13
Charley Bogard Kaw
Brian Knopf Suz
Kris Neubauer Suz
Jeff Smith Kaw
William Hitchcock Suz
80 MOD 14-16
Billy Akers Kaw
Brad Woolsey Hon
250 MOD PRO
Clay Hoenshell Suz
Stan Chomer Hon
250 MOD INT
Mike Kurz Suz
Mike Shirley Kaw
250 MOD NOV
Perry Reeder Kaw
Charlie Barnett Suz
Robbie Floyd Hon
Jason Artinger Hon
Kelly Parker Yam
105 MOD 9-11
Daniel Bonner Kaw
S/MINI MOD 12-18
Billy Akers Kaw
Brad Woolsey Hon
Charley Bogard Kaw
Ryan Rector Kaw
Robert Gordon Kaw

Motocross
Warrior MX Park
Warrior, AL
May 11
By Gary Ross

125 C
Hunter Carlisle Kaw
Howard Hullett Suz
Joey Tidemore Kaw
Brooks Copeland Kaw
Rhon Thomas Kaw
250 B
Benny Devaney Suz
Scott Jewell Yam
250 C
Michael Mims Yam
Doug Thomas Hon
Terry Brewer Yam
Tommy Walker Kaw
Shell Cooke Yam
2 YR & OLDER
Terry Brewer Yam
Travis Mobleyy Yam
Jeoy Hagamaker Hon
Bobby Bellow Hon
SR MEN
Daniel Flack Hon
Charlie Honeycutt Hon
MONEY RUN
Scott Jewell Yam
Michael Mims Yam
Brooks Copeland Kaw

Motocross
Haspin Acres MX
Laurel, IN
Apr. 28
By Jim Fliehman

MINI 80
Gary Winters Kaw
Jr. Armstrong Kaw
Robert Nugent Yam
Tony Mason Yam
Sean Decker Yam
125
Bill Burba Suz
Mike Faulk Suz
Adam Clark Kaw
David Russell Kaw
Mike Harrison Suz
250
Tim Skidmore Kaw
Billy Hastings Hon
Mike Alpanalp Yam
Ron Kersey Yam
John Miller Hon
OPEN
Don Graham Hon
Billy Preston Suz
Jeff Stokes Hon
Devon Hunt Yam
Ron Boles Hon
SR
Don Graham Hon
Randy Block KTM
Mark Murry Suz
Bill West ATK
Bob McCool Suz
DFC
Rick Denney Hon
Jim Krauser Kaw
Billy Hastings Hon
Steve Cross Suz
Mike Alpanalp Yam

Dirt Track
I-96 Speedway
Lake Oddesa, MI
May 11

50
Trevor Holloway Yam
Justin Humphries Yam
Bryan Smith
Eric Kolenda Yam
65
Mike Forro Kaw
Brandon Rose Kaw
Billy Humphries Kaw
Derick Bitzel Kaw
Chad Kolenda Kaw
85
Bryan Bigelow Kaw
Jason Sentell Kaw
Jeffery Randolph Kaw
Brice Edmonds Kaw
Scott Sargent Kaw
200
Bryan Bigelow Yam
Jason Sentell Kaw
Jason Wilke Hon
Jarimia Becker Kaw
Kurt Narmor Yam
250
Bill Phare Hon
Kirk Wirick Kaw
Patrick Towler Yam
Joel Grannatico Yam
Scott Roberts Hon
400
Tracey Westbrook Yam
Paul Wackerle KTM
Dan Diener Bul
Tom Harper Bul
Dan Smith Bul
500 A
Rodney Mashue Hon
Steve Glasgow
Paul Kops Rtx
Mike Dickerson Hon
Bob Sevrey
500 BB
Matt Schoonover H-D
Mike Warner H-D
Ryan Brown Rtx
Tracy Westbrook H-D
Jeff Stevens Yam
250 DTX
Danny Cross Yam
Dave Pudney Hon
Doc Draaisma Suz
Tim Crall Yam
Mike Randolph Yam
500 DTX
Tony VanWert Yam
Jack Overfield Hon
Terry Baunan Kaw
OPEN
Dave Kolenda Rtx
Dan Crawford Rtx
Rick Gunby H-D
Rob Williams H-D
Mark Davidson H-D
TW
Don Bannerman Tri
Merlyn Wertz Tri
William Wertz Tri
Dave Hale Tri
John Kolenda H-D
VET
Dave Kolenda Rtx
Glen Neate
Mike Dickerson Hon
Danny Cross Yam
Mark Davidson H-D
SR
Rick Gunby H-D
Rocky Watson Hon
Don Bannerman Mat
Thomas Boyd Hon
John Walker Hon
650 SDCAR
Don Rutledge/ Carl Cornell Hon
Mark Fryer/ James Teddy Hon
Dean Howard/ Doug Foust Yam
OPEN SDCAR
Dave Scofield/ Mark Fryer Yam
Don Rutledge/ Don Burgess Yam
Doug Foust/ James Teddy Kaw
Ron Garbutt/ Barry Marshall Kaw
Bob Fryer/ Carl Cornell Hon
PRO-AM 500
Greg Sims H-D
Rodney Mashue Hon
Eric Gruber Rtx
Doug O'Boyle
Jack Mayer Jr. Rtx
OPEN PRO-AM
Eric Gruber Rtx
Gorden Schopieray H-D
Greg Sims H-D
Vernon Brown Rtx
Brent Armbruster Rtx

Short Track
Lodi Cycle Bowl
Lodi, CA
May 11
By Mikki McBride

PRO-AM
Mark Key W-R
Bryan McDowell H-D
Woody Rogers III W-R
Ben Bostrom W-R
Allen Auzenne W-R
OPEN A
Bryan McDowell H-D
Jake Zemke H-D
Mark Key W-R
Ben Bostrom W-R
VET A
Dave Bostrom Hon
80 C
David Holloway Suz
Cecil Short Kaw
Ben Meyer Yam
Clint Erickson Kaw
250 C
Kim Darwozeh Suz
Robert Seuz Yam
Billy Martin C-A
Ronald Ashcroft Kaw
250 B
Chad McBride Yam
Nathan Wait Rtx
Rocky Macchione Hon
Eric Bostrom Hon
Robert Grant Yam
80 A
Billy Martin Kaw
Johnny Murphree Kaw
Helder Alvernaz Hon
Earl Martin Suz
VINT TW
Jeff Holgate Yam
Gary Milewski
OPEN C
Chris Fischer Rtx
Larry Thurman Yam
John Gonzales Yam
Don Patch Yam
Harold Gipford Yam
OPEN B
Jeff Holgate Yam
Michelle DiSalvo Yam
Jim Foff Rtx
Steve Fischer Rtx
Davis Winters Hon
VINT B/C
Jody Peterson Yam
Danny Russell Hon
Tom DiSalvo Tri
VINT A
Jim Mahoney Hon
Gary Milowski Hon
Lynn George Hon
P/W C
Joey Homers Yam
Chad Ross Yam
Eddie Hejarty Yam
P/W B
Robert Harold
Dusty Mendoza Yam
12 A/B/C
Toby Jorgensen Kaw
Michael Patterson Kaw
Tony Sonza Kaw
Aaron Cisco Kaw
VET C
Kim Darwazeh Suz
Daon Patch Yam
Steve Gardner Yam
Larry McConeyhy Yam
VET A/B/C
Norman Storr Rtx
David Winters Hon
Carmen Johnson Rtx
Lawrence Green W-R
80 B
Gary Rogers Kaw
Aaron Cisco Kaw

Motocross
Gran Prix Raceway
Canal Fulton, OH
May 11
By Peggy Adamic

50
Micky Marshall Yam
Chris Moss Yam
B.J. Wagner Yam
Troy Coventry Suz
D. Espenschied Yam
JR MINI
Andy Wickens Kaw
Kyle Barker Kaw
David Hill Suz
Tyson Leggeit Kaw
SR MINI
Mark McGrath Suz
Shawn Rohr Suz
Bryan Bellinger Kaw
Jamie Martin Hon
Rick Cain Yam
SCHBY
Brent Abel Hon
Marty Ling Hon
T.J. Somers Suz
EX
Joe Maurer Hon
Phil Gauthier Suz
Steve Gardiner Suz
Bruce Steinfurth Suz
125 B
Mike Katin Hon
Dave Jones Suz
Larry Bellman Hon
Rick McGuire Hon
125 D-1
Chris Tabellion Kaw
Anthony Esposito Hon
Mike Heard Hon
Clarence Eddy Hon
Tom Gibbons Suz
125 D-2
Bruce Uhl Hon
Mike Mungo Suz
Lance Dreher Suz
Timothy Manley Kaw
Dan Robinson Yam
250 B
Eric Klein Kaw
John Senkle Hon
Ray Vagarasota Hon
Chris Rolling Kaw
Trent Bartolotti Hon
250 D-1
Johnny Young KTM
Mike Heard Hon
Pat Riley Suz
Brian Wagner Hon
Raymond Collier Suz
250 D-2
Chip Adams Suz
Jim Smith Hon
Herbert Perkins Suz
Colin Lowery Hon
Tom Batton Hon
PLUS 25
Chuck Bortz Hon
Mark Moore Hon
Johnny Young KTM
David Johausen Hon
Chuck Borts Kaw
OPEN B
Chuck Borts Kaw
Jim Filkorn Hon
Mike Hause Hon
Ed Emerick Yam
Jeff Williams Hus
SR D-1
Dave Wiley Hon
Gary Gracyk Hon
Les Etzwiler Hon
John Myers Kaw
Ron Stewert Hon
SR D-2
Don Sprague Hon
Tony Oloszko Kaw
Bob Hall KTM
Mark Clark Kaw
Mike Clark Hon

Motocross
Central Mississippi MX Assoc.
Pearl, MS
May 12
By Luther Stowers

BEG
Tommy Pendergist Hon
Denver Tatum Yam
Terry Tynes Kaw
Daryl Hajj Suz
Wade Hudson Kaw
SR
Randy Dawson Kaw
Steve Speights Yam
ENDR
Michael Leach Yam
Larry Woodard Yam
250 INT
Johnny Overby Kaw
Mark Lowry Kaw
125 NOV
Clay Johnson Kaw
Jeff Thornton Suz
Robbie Davis Kaw
Brian Purvis Suz
Mike Holland Suz
MIXED OPEN
Johnny Overby Kaw
Todd Mellot Hon
Mark Lowry Kaw
Clay Johnson Kaw
Michael Leach Yam

Motocross
Walden Playboys
Walden, NY
May 12
By Marie Umhoefer

MINI JR 7-11
Shawn LaTorre Suz
Jerome Dawson Suz
James Valentine Kaw
Ryan Heady Kaw
Jason Schweizer Kaw
MINI SR 12-15
Mike UmHoefer Hon
Nick McCabe KX
Jason Morley KX
Dave Umhoefer Hon
Peter Spearamo Kaw
125 NOV
David Harris Suz
Charles Zaradek Suz
James LePort
Scott Gruendle Kaw
Bruce Leote Kaw
125 EX
Todd Dippel Suz
Tim Beachak Hon
Dennis Tompkin Yam
Mike Bilorcello Yam
Jeff Dirago Kaw
125 AM
Carter Gurnee Suz
Peter Ferone Kaw
James Knapp Hon
William Miller Hon
Ken VanHorn Suz
125 SCHBY
Carter Gurnee Suz
James Knapp Hon
David Umhoefer Hon
Michael Umhoefer Hon
William Baker Kaw
250 EX
Todd Dippel Suz
Charles Seavine Hon
John Burfeine Suz
Dennis Tompkins Yam
Ken Napolitano Kaw
250 AM
Darren O'Connell Kaw
Tim Weaver Hon
Steve Ferreira Kaw
Dean Warner Suz
Michael Stevens Kaw
250 OPEN NOV
Eric Burfeindt Suz
Travis Williams Kaw
Kenneth Noha Kaw
OPEN EX
David McLean Hon
Mark Costa Kaw
Bruce Winter Hon
Charles Sequine Kaw
Ken Napolitano Kaw
OPEN AM
Matt DeLorenzo Kaw
Paul Polizzi Hon
Richard Meiliman Kaw
Scott Chamberlain Kaw
Thomas Hartigan Yam
+25 AM
Rich Meilhan Kaw
Robert Angot Kaw
Henry Roberts Kaw
Ferdy Garcia Yam
Ray Cook Yam
+25 EX
Kenny Blackwell Hon
Jeff Dirago Kaw
Bruce Winter Hon
Mike Bilardello
James Ross Kaw
+30 AM
Henry Roberts Suz
David Dili Suz
Steve Murphy Hon
Glenn Herbert Suz
James Hartigan Yam
+30 EX
Mark Costa Kaw
Keith Mann Yam
Robert McGuire KTM
Charlie Augusta Suz
John DiDomenico Kaw

Short Track
Final Point Standings
Carlsbad Winter Series
Carlsbad Raceway
Carlsbad, CA
May 21
By Greg Booth

OPEN EX
Rick Schroeder 180
Loren Bjorkman 180
Jim Kessler 105
Skip Christy 85
Dennis Voll 60
OPEN JR
Dave Pelton 220
Joseph Roberts 135
Peter Mayforth 125
Steve Gorby 105
George Snodgrass 45
Larry Spector 45
Mark Bautzer 45
250
Mark Ledbetter 145
Mark Aragon 110
Tyson Voll 70
Dennis Voll 70
Bob Suhajda 65
OPEN VET
Rick Schroeder 140
Gary Smith 50
Skip Cristy 45
Mark Aragon 30
Elliot Iverson 25
Craig Armstrong 25

Motocross
Texas Series
Overall Finishers
Whitney, TX
May 12
By Liz Surber

P/W
Dusty Fountain Yam
Sean Roden Yam
Zack Williams Yam
Dusty Carpenter Itj
Chad Kirkland Yam
60
Travis Elliott Kaw
Shawn Smith Kaw
Jake Jones Kaw
Dusty Fountain Kaw
Michael Lowery Kaw
80 JR 7-11
Carter Schneider Suz
Brandon Sanders Kaw
Travis Elliott Kaw
Michael Brock Suz
Michael Lowery Kaw
80 SR 12-13
Chris Cadieux Yam
Wayne Lowery Kaw
Kevin Gravett Suz
Greg Duvall Kaw
Shaun Moffett Kaw
80 SR 14-16
Clint Latham Kaw
Travis Spann Suz
Brad Bonner Kaw
Luke Glines Kaw
Billy Akers Kaw
125 NOV
Danny Boynton Suz
Beacon James Hon
Scott Rice Kaw
Matt Goleman Suz
Jason Merritt Suz
125 INT
Todd Bates Suz
Kyle Parks Hon
Brook Fluker Kaw
Joey Pratt Kaw
Steve Olson Kaw
125 EX
Terry Tinney Kaw
Jon Boyett Suz
Jason Krempin Hon
Jason Edwards Kaw
Dave Shade Jr. Kaw
250 NOV
Jason Artinger Hon
Chad Plumlee Hon
Ronnie Hensarling Kaw
Mark Rush Suz
Freeman Kirby Jr. Kaw
250 INT
Keith Mundie Kaw
Todd Bates Kaw
Phillip Dillon Hon
Jeff Schwirtz Hon
Dwain Carter Hon
250 EX
Terry Tinney Kaw
David Wilson Kaw
Jason Edwards Kaw
Dave Shade Jr. Kaw
Kaylom Young Kaw
OPEN
Billy Depriest Kaw
Joey Hardin Kaw
Greg Franks Yam
Jerry Moody Kaw
Terry Dickey Hon
OVER 25 NOV
Donnie Margraves Kaw
Tod Day Yam
Ronnie Hensarling Kaw
Phil Plymale Kaw
Chris Scoggins Hon
OVER 25 INT
Dan McKinley Yam
Jerry Hill Suz
Greg Franks Yam
Bruce Dugan Hon
Steve McCombs Yam
OVER 25 EX
Keith Mundie Kaw
Joey Hardin Kaw
Kevin Williams Hon
Kirk Dillon Yam
Joe Jordan Kaw
OVER 30 NOV
Scot Martin Hon
Scott Isbell Yam
Jeff Hards Yam
Lloyd Hassett Kaw
Richard Pae Hon
OVER 30 INT
Brian Doran Kaw
Douglas Hall Yam
Jerry Hill Suz
Tommy Pavelka Kaw
John Mitchell Yam
OVER 30 EX
Jerry Joiner Kaw
Joe Jordan Kaw
Jim Vaughn Kaw
Billy Smith Hon
Myron Freund Kaw
OVER 40
Chris Jones Kaw
Billy Boyd Hon
Roger Hardman Yam
Glenn Cribbs Hon
Wayne Lowery Sr. Kaw
125 OPEN
Todd Bates Suz
Kyle Parks Hon
Deacon James Hon
Jason Merritt Suz
Joey Pratt Kaw
80 BEG
Robbie Stoff Hon
Charley Keplinger Kaw
Casey Steele Kaw
Alan Hodde Suz
Chris Torrance Kaw
125 BEG
Karl Gauldock Kaw
Alan McGehee Hon
Roger Moore Hon
Tommy Rapp Hon
Clifford Marlar Yam
250/OPEN BEG
Alan Bell Hon
Phil Plymale Kaw
Alan McGehee Hon
James Hughes Kaw
Sean Cullen Yam
80 OPEN
Carter Schneider Suz
Clint Latham Kaw
Luke Glines Kaw
Wayne Lowery Jr. Kaw
Charley Keplinger Kaw

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(#65) Motocross des Nations 1989
America's best motocross champions take on the world in this special 60 minute show from Gaildorf, West Germany. From Motovideo.

(#151) 1990 Sacramento MX Nationals
From Motovideo.

(#152) 1990 Axton MX Nationals
From Motovideo.

(#153) 1990 Mt. Morris MX Nationals
From Motovideo.

(#154) 1990 Buchanan MX Nationals
From Motovideo.

(#155) 1990 Southwick MX Nationals
From Motovideo.

(#156) 1990 Troy MX Nationals
From Motovideo.

(#157) 1990 Washougal MX Nationals
From Motovideo.

(#158) 1990 Binghamton MX Nationals
From Motovideo.

(#159) 1990 Delmont MX Nationals
From Motovideo

(#160) 1990 Budd's Creek MX Nationals
From Motovideo.

(#161) 1990 New Berlin MX Nationals
From Motovideo.

(#109) Kamikaze! World Mtn. Bike C'ships
The greatest mountain bike race in the world takes place each year at Mammoth Mountain Ski Area in the California High Sierra. See footage from the last 5 years from these awesome events: Kamikaze Downhill, Observed Trials, Cross Country, Dual (slalom) Challenge, Hillclimb, and more including lots of crashes. If you like bicycles, this video is for you. 60 minutes from Motovideo.

(#51) Bubba Shobert: Champion
True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

(#53) Toughest Race I Ever Won
Bubba Shobert wins for Honda, then tells you how. Thrilling 6-rider duel to a photo finish. 60 minutes by Despain.

(#200) 1990 Ascot (Spring) Half-Mile
From Despain Video

(#201) 1990 San Jose (Spring) Mile
From Despain Video

(#202) 1990 Springfield (Spring) Mile
From Despain Video

(#203) 1990 Louisville Half-Mile
From Despain Video

(#204) 1990 DuQuoin Mile
From Despain Video

(#205) 1990 Peoria TT
From Despain Video

(#206) 1990 Springfield Fall Mile
From Despain Video

(#207) 1990 San Jose (Fall) Mile
From Despain Video

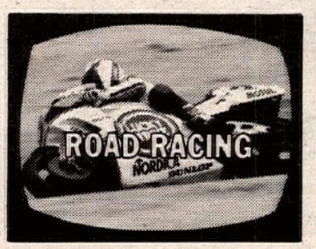
(#208) 1990 Ascot (Fall) Half-Mile
From Despain Video

(#209) 1990 Sacramento Mile
From Despain Video

(#210) 1990: Year in Review
Here are all the highlights of all 16 races that determined the 1990 AMA Grand National Championship. Relive the greatest moments of Parker, Carr, and the rest of the rolling thunder show from 1990. From Despain Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#325) Throttle For the Gold
...the story of the 1990 Supercross Series, featuring the stars of the sport: Jeff Stanton, J.M. Bayle, Jeff Ward, and the rest make 18 stops, challenging each other on America's toughest supercross tracks 48 minutes by Madison Square Garden Home Video, from Motovideo.



(#78) The American Express
A review of the 1988 FIM World Road Racing 500cc Championships. From Motovideo.

(#81) United States Grand Prix 1989
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Motovideo.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Motovideo.

(#80B) 1991 Japanese RR Grand Prix
The 1991 GP Series started out at Suzuka, Japan, seemingly where the '90 series left off — with red-hot racing! What took place is all here in one of the most stunning and surprise-filled videos ever seen. 52 minutes from GP Video.

(#81A) 1990 USGP Laguna Seca
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. From Despain Video.

(#94) Isle of Man 1989
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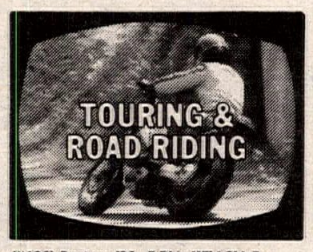

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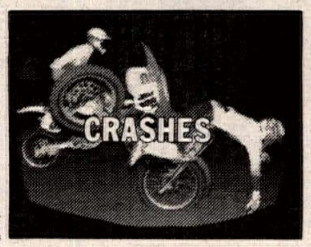

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(#66A) Crash and Burn 3
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#128) The Best of Widowmaker Hillclimb
60 minutes of the legendary Widowmaker - what goes up often comes down. From Motovideo.

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#45A) 1990 Speedway US Nat'l C'ships
This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123) 1990 Calif. State Speedway C'ships
With commentary by Terry Clanton and Cycle News writer Scott Daloisio, this event is one of the most competitive on the west coast. Also features the wild speedway California Sidecar Championship. 90 minutes from RAZ Video.

(#134) 1991 Bob Hetrick Memorial Ice Race
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(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Motovideo.

(#110) 1990 Blackwater 100
Motovideo has now produced 60 minutes on tape of the outrageous challenge of the Blackwater classic. This is America's Toughest Race the way it was meant to be seen!

(#136) Go For It at Glamis
Meet the "Riders of the Sand" who bring bikes, ATV's, Jeeps, buggies and—go for it at Glamis! 20 minutes produced by Perfect Image, from Motovideo.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
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(#116) Racing into History
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(#129) The Daytona Collection: '52-'62-'72-'82
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(#130) It's a Triumph
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(#131) Three in Europe '69
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(#132) 1961 Laconia Classic Road Races
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(#133) British Flashback
A look back to the days when Brit bikes ruled the empire of motorcycling. Footage from, "Triumph 99.9", the 1969 Isle of ManTT, the "Northwest 200 Miler" Irish road races, "Made to Grip", a documentary on the manufacturing of the K-70. Approx. 60 minutes from Motovideo.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

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Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Motovideo.

(#11) Rick Johnson Profile of a Champion
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The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

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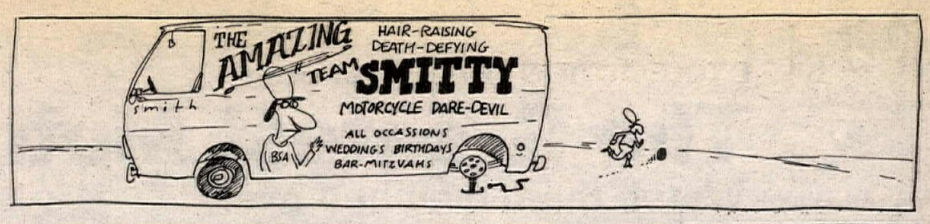

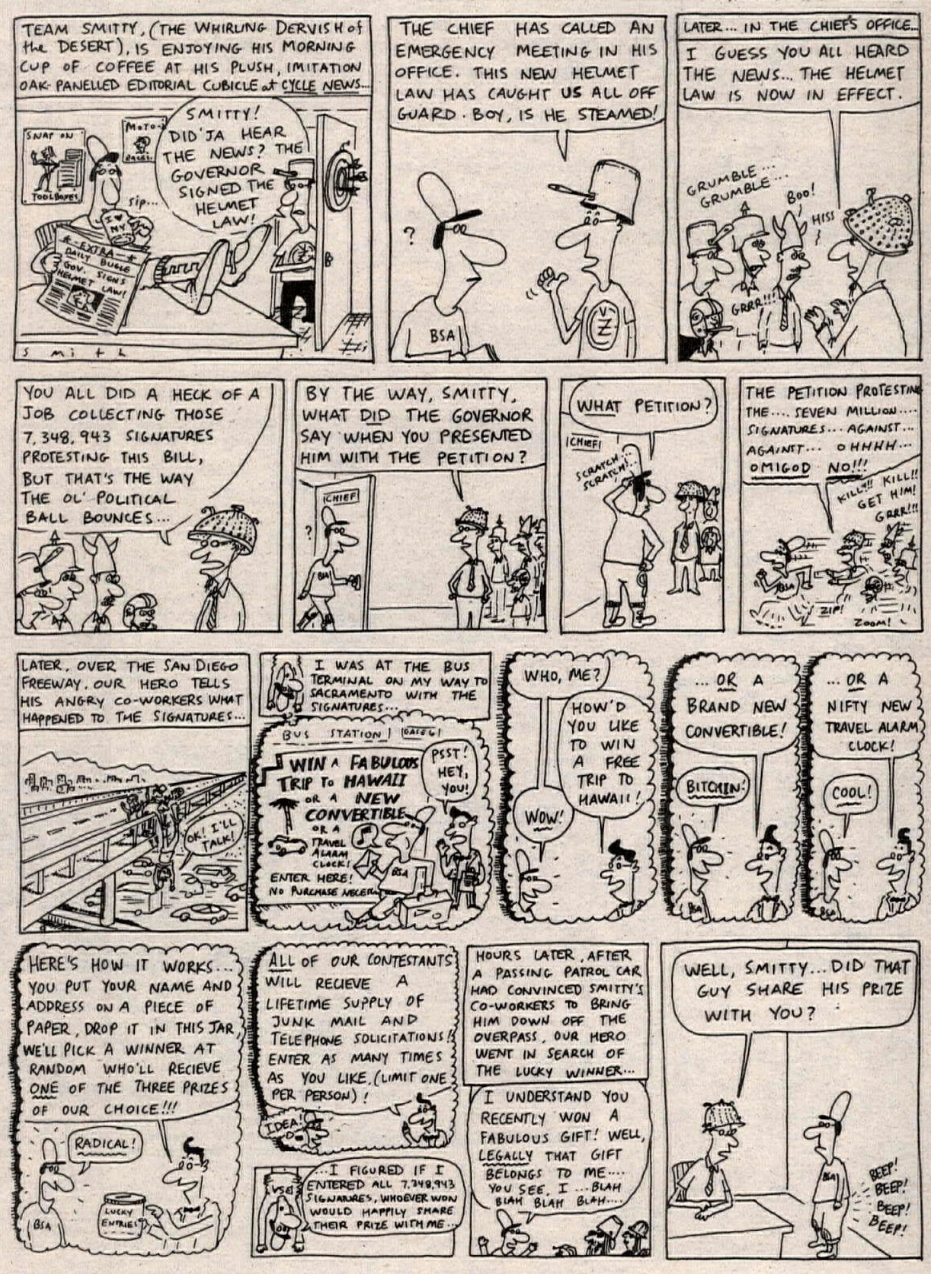

RESULTS

Enduro
Black Jack
Enduro Circuit
Mineral Fork Enduro
St. Joe State Park
Flat River, MO
May 19
By Coy Workman

O/A
Kelly Getz
O/A AA
Chris Caplinger
O/A A
Jarrell Green
O/A B
Al Hejaek
O/A C
Alan Corum
AA
Chris Caplinger
Steve VanZant
Jeff Plunkett
Vincent Davis
A OPEN
Jarrell Green
Jay Hall
Billy Harrison
Chris Gruber
A 250
Chad Froman
Collins Trent
Tim Van Brookin
A INT
Ralph Cooper
Kenny Williams
Everett Ratliff
A 200
Eugene Springsten
Michael Malone
Benny Richards
A SR SPTSMN
Larry Enge
Glenn Hoffman
Bill Hanson
Bill Holloway
A S/SR
Paul Taylor
Charlie Burk
Joel Dubose
A SR
Mike Doughty
Earl Schnell
Rick Carpenter
A YTH
Paul Rinck Jr.
Rick Alexander
B OPEN
Mike Turpin
Leo Koch
Steve Abercromble
B 250
Wade Schnell
Tom Sommers
Jeff Jepson
Greg Alexander
B 200
Al Hejaek
Richie Caviness
Mark Kender
B S/SR
Butch Gardner
Janson Dukee
Dave Frazier
Bob Pike
B INT
Bud Blesehke
George Wills
Steve Holmes
B SR
Lee Glenn
Bill Felber
Frank Levian
B YTH
Matthew Glenn
C OPEN
Jeff Gaston
Ken McGee
Keith McGee
Jim Frazzo
Joe Hicks
C 250
Alan Corum
Tony Nesteremka
Jason Johnson
Greg Lowe
Jeff Harshman
C 200
Paul Hudkins
Phil Davis
Royce Weber
Phillip Norman
Lee Moffittt
C 125
Joshua Glenn
Doug Reese
Shawn Taylor
C SR
Gary Sporing
John Boone
Coy Workman
VINT
Ed Schmit
Richard Brown

Motocross
Moreland's MX
Stanton, MI
May 18

80 C
Jeff Gustafson
Joseph Woodring
Joel Deinhart
Dustin Tupper
Gene Lawrothy
60 7-11
Joshua Woods
Joseph Kersanty
80 7-11
Jeremy Brown
Jerry Smith
50
Ron Ledbetter Jr.
Cory McDermitt
Jerod Whipple
Bobby Wheeler
Chris Reed
80 12-15
Kirt DeBoer
Jason Guernsey
Randy Bauer
Daren Alvesteffer
Leroy Magoon
30+
Scott Currie
Daniel Chapel
Jeffrey Bost
Kurt Kaupp
Thomas Johnson
40+
Frank Helms
Larry Stewart
John Korte
Randy Stephenson
Terry Piggott
50+
Edward Hieftjee
125 JR
Brad Kress
Todd Hart
Ahmad Owens
Mike Miotke
Chad Miller
125 B
Richard Shearing Hon
Andrew Baurn Suz
Joel Pyper Su
Todd Peterson Hon
Scot Poland Hon
125 A
John Grewc Suz
Brad Kress Suz
Peter Mervis Kaw
Allen Wood Hon
250 OPEN A
Todd Stewart Hon
Kevin Piggott Kaw
Charles McConnell Hon
Jason Bigelow Yam
Jerry Smith Hon
16-24
Peter Mervis Kaw
Kevin Hilderbrant Suz
Bill Kostuk Hon
OPEN C
Marty Schhrauben Yam
Jeffrey Ward Hon
Timothy Scarberry Yam
Kevin Fisher Hon
Mike Korte Suz
125 C
Kelly McDonald Hon
Mike Hanchett Kaw
Jason Rappuhn Kaw
Kelly O'Day Cag
Kelly Coel Hon
250 OPEN B
Richard Shearing Hon
Jeremy Ching Suz
Bill Kostuk Hon
Dave Korte Suz
Alan Gabalis Hon
+25
Peter Mason Suz
Todd Stewart Hon
Robert Merlington Suz
Charles McConnell Hon
Daniel Chapel Suz
VINT
Ray Genick
POOPED SCOOTERS
Leonard Cook
Richard Stone
Stephen Stilgenbauer

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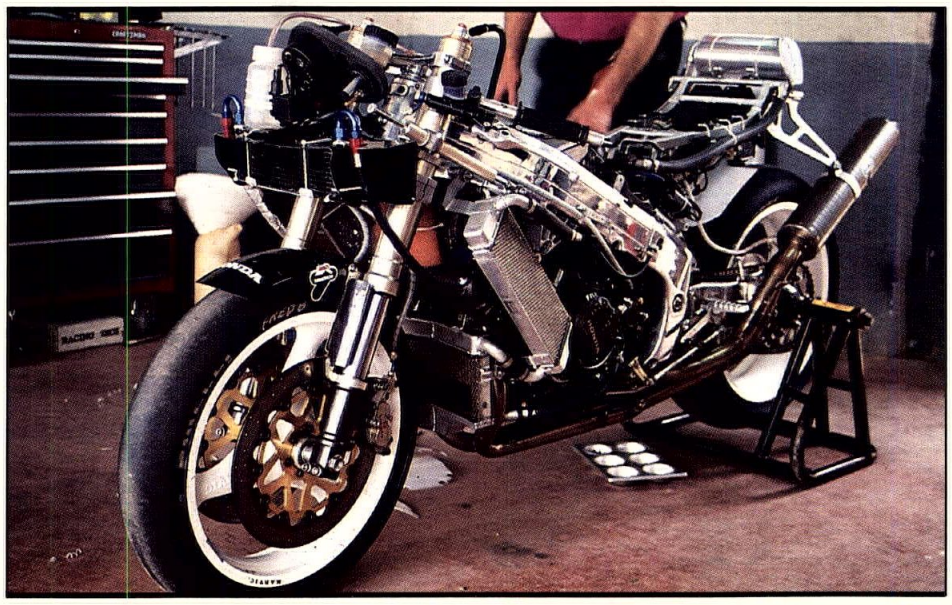
Continued from page 22

same as last year's longer-stroke motor gave in its evolved version at the end of last season, with the difference that the new engine still has its development cycle ahead of it. Already, says Phillis, it comes out of turns better than the old bike, and the 39 mm flat-slide Keihins now fitted (and homologated as stock) are much more responsive than the 38mm CVs used before. The bike is very critical on jetting, though, says mechanic 'Radar' Cullen: "We had a two-point change between morning and afternoon at Jarama, when the ambient temperature went from 11° to 17° only," he says. "You have to watch the weather as much as with a two-stroke."

Since Kawasaki designed the ZXR750R as a Superbike racer capable of being road-registered, as the RC30 and OW01 were before, and offer a comprehensive race kit, the Phillis bike is remarkably close to what the customer can buy, employing kit pistons, valves and suchlike, but fitted with a special works inlet camshaft and valve springs which offer more lift and combine with special header pipes to improve midrange — an important factor with a short-stroke engine like this. Having the experience of last year's prototype exhaust to draw on, the team are eagerly awaiting the arrival of the latest version of Kawasaki's answer to Yamaha's EXUP variable exhaust system, known as VEMS (Variable Exhaust Management System, in case you wondered!), which will have a four-way switch enabling the rider to select a different operating curve via a microprocessor built into the system. Since the VEMS offers fiercer acceleration — an area where the Ducati's lighter weight is crucial — the Kawasaki team regard it as their ace in the hole, having run so far this season with just the non-VEMS kit pipe fitted. They also need to do some work on cooling the engine, in spite of the big radiator presently fitted, sourced from the 1990 works TT F1 bike, though running at over 90° water temp in a warm race Down Under before the start of the season didn't seem to affect power output unduly.

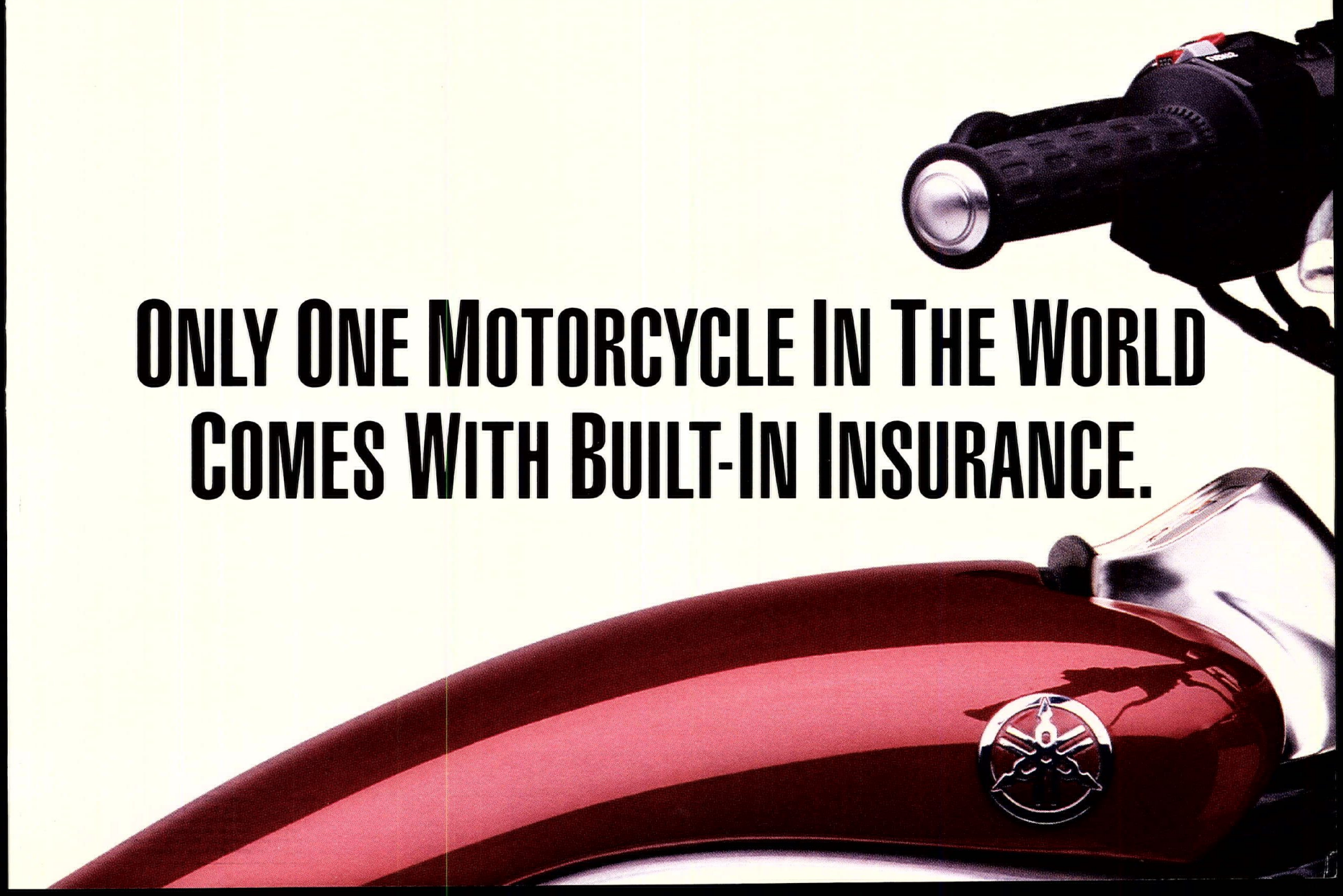


The Honda RC30s will be ridden by Fred Merkel, Baldassarre Monti, Niall Mackenzie, and Carl Fogarty. Merkel and Monti on Pirellis, the Brits on Michelins.

The engine is slotted into a completely stock ZXR750R frame and swingarm, though the latter will be replaced before the next race in the USA. Unlike on the customer racers, which uses Kayaba forks just as Phillis did last year, this year's bike is fitted with Ohlins suspension front and rear, simply because of the service backup at SBK rounds, courtesy of former rider Anders Andersson, who heads up the team of technicians looking after no less than 31 of the 36 starters at the Spanish round, all using the Swedish company's products. Only Peter Rubatto uses White Power forks and shock, and the works Rumi and Silkolene Hondas Showas (at present, anyway!).

Phillis like the new chassis, which he says steers better than the old one and handles better out of fast turns and slow ones alike. Steering angle has been reduced one degree to 24.5° with commensurate less trail, while the wheelbase is also shorter at 1420 mm. Standard wheels are fitted at present (shod with Michelins), but the team plans to try a set of the new Marchesini carbon fiber wheels, which save 4.9 lbs. in unsprung weight jointly, and will enable them to scale right on the 363 lbs. limit — at present the bike weighs in at 366 lbs. with alternator and starter motor fitted — but will also speed up the steering even more, thanks to the reduced gyroscopic effect. 320 mm front discs are fitted, mated with the latest version of Nissin's six-piston calipers, though new rotor material was employed at Jarama to counter warping problems experienced at Donington. Phillis used the rear 200 mm brake heavily, to kick out the back end exiting turns; yup, it's good to watch, too . . .

For such a completely new bike, the short-stroke Kawa worked well straight out of the box — former Ducati test rider Massimo Broccoli scored points at Jarama on his first ever ride aboard his kitted customer bike, after eventually sorting out a troublesome rear suspension problem which seems to be the biggest difficulty encountered by most privateers in setting their new ZXR750Rs up — Jean-Michel Mattioli also found the same problem. But Kawasaki looks to have delivered the goods with the R-type, also known as the J-model (official factory designation is ZX750J1) — no jokes, please. Only time, and the Ducatis, will determine if it can be a winner at the top level.

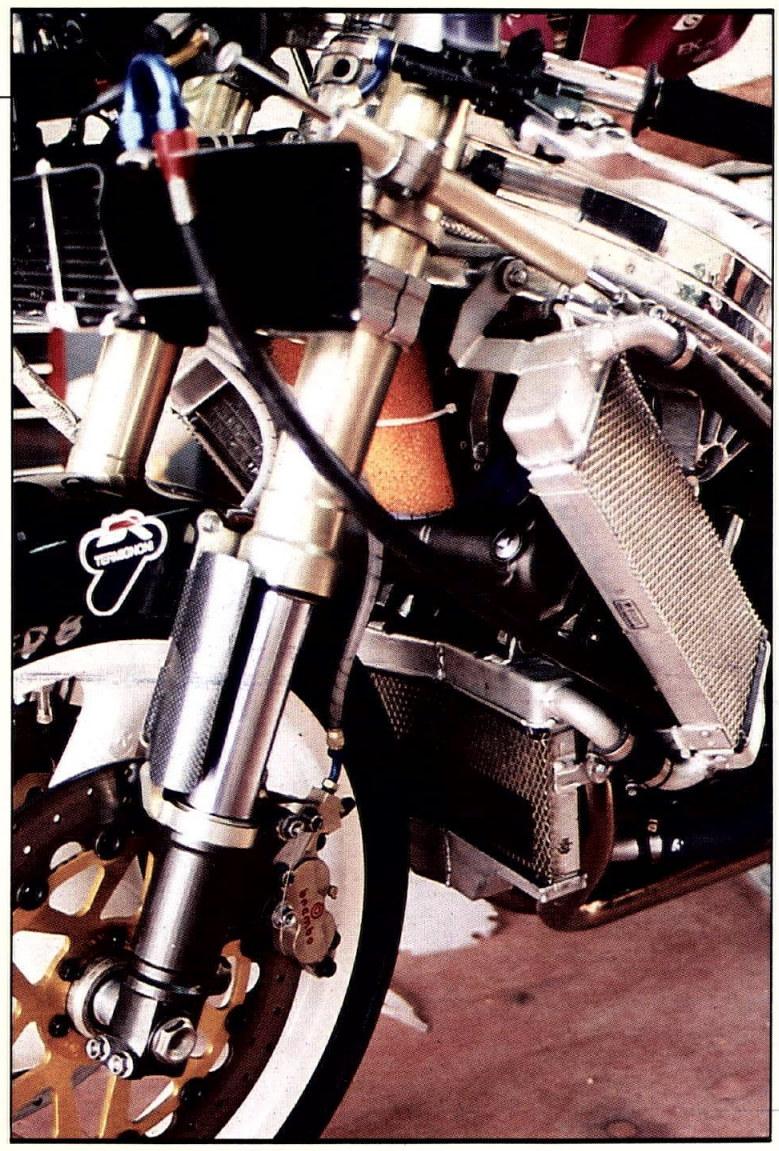


YAMAHA: Still Good Enough?

Yamaha had an encouraging start to the season at Donington, with Terry Rymer's overall win on home ground, and a close second to Polen in the first leg matched by Fabrizio Pirovano's rostrum place in the second. These two are the only factory-backed Yamaha riders in World Superbike this season, though so far that doesn't appear to have amounted to a great deal in the way of special factory parts, perhaps developed from the Suzuka 8-Hours-winning YZF750R. Instead, when the British and Italian teams received their trick parts only a week before the Donington round, these turned out to consist of a factory cylinder head with the same camshafts and combustion chamber as the kit engine everyone else on a Yamaha uses, but with the valves and seats in a different material, for longer life. Valve sizes are unchanged, but the head has been ported and flowed. A pair of titanium exhausts were also supplied — a rather wasteful use of budget, considering that both teams have to ballast their bikes with non-functioning alternators to beat the weight limit (one of Rymer's bikes was sent to scrutineering at Donington without this vital component, and was promptly turned down as underweight!). One of these has the EXUP fitted, the other not, but only Rymer tried the non-EXUP pipe, which gave a smoother delivery low down at the expense of top end power. Pirovano's tuner Beppe Russo, who does a lot of his own development on his own dyno in Monza, and who may be credited with the exceptional performance of the little Italian's bike at the end of last season, always uses the EXUP system because he finds it gives better acceleration and midrange performance. Pirovano's 1991 bike delivers 141 bhp at the gearbox, at 13,500 rpm, but an interesting thing is that both teams have been recommended by the Yamaha factory to run a relatively low compression this year, and the kit pistons they've been supplied with now give 'only' about 12.5:1 compression. Otherwise, the engines are little changed from last year, and the same applies to the chassis, both using Ohlins suspension as you would expect seeing as how Yamaha own a majority share in the Swedish company!

The only new factory chassis part for this year is a large, nicely-made radiator, which Russo declined to bother fitting on the grounds that the old one was good enough for a spring day at Jarama! Loctite's Adrian Gorst did fit the new rad to Rymer's bikes, though, and reported just 65-70° without using the supplementary, smaller radiator for the chin of the fairing which can be employed later in the year as the weather heats up.

The Ohlins rear has a new linkage offering a different curve which neither team had sorted out perfectly yet, though Pirovano's bike on Michelins looked to be handling better than Terry's on Dunlops in Spain — or maybe it was just the way the tall Brit rides 'em! You could hardly find two more disparate riders in terms of stature or personality on the same bike, one a cheerful, lanky guy who never looks as big on the bike as he does off it, the other a small, intense pocket rocket whose seat pad weighs an unbelievable 5.5 lb. just to prop him in place — that shows how much weight the Yamaha has to spare, if nothing else: in a free formula, the OW01 could easily hit the 341 lb. mark



Fred Merkel's Honda RC30 has yet to finish a race in 1991. The bike features few changes - a shorter swingarm and Showa upside down forks give the bike a 15mm longer wheelbase. Merkel's Honda uses Brembo iron brakes, but may be fitted with carbons soon.

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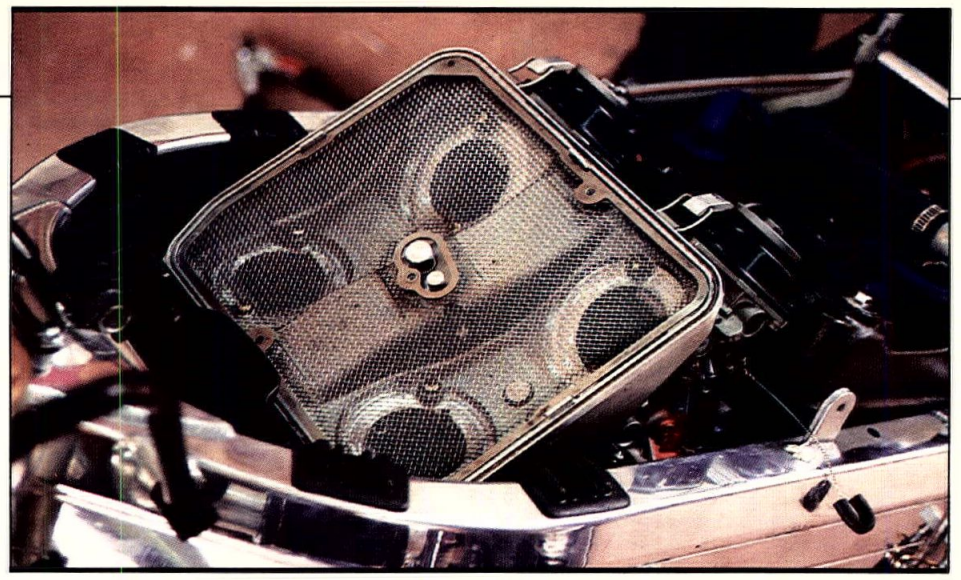
at relatively little cost. Still, as it stands, neither Pirovano's or Rymer's machines are what you would exactly call works bikes, and so long as they're so deeply involved in 500 GP racing, Yamaha's commitment to World Superbike is unlikely to be as strong as the other factories involved. Mind you, if Kenny Roberts had his way, it'd be nonexistent!

HONDA: Fighting Back

After winning the first two Superbike World titles in succession, courtesy of Fred Merkel, Honda's fortunes took a turn for the worse last season, when they were eclipsed by Ducati and, in the second half of the season, Yamaha, with Pirovano pipping leading Honda rider Stephane Mertens for the runner-up slot in the points table. Mertens' defection to Ducati over the winter was an astute move for the lanky, elegant Belgian, but left his bikes free for Honda Britain's reigning World TT F1 Champion Carl Fogarty to pick up the Superbike trail with works machinery, with teammate Niall Mackenzie on a more humble kit bike. Team Rumi's duo of Merkel and Sarre Monti both have full works machines, though, using Pirelli tires as before — the British team runs on Michelin.

Honda's start to the season could hardly have been more disastrous, with Fogarty well off the pace, at least partly thanks to suspension problems, the Rumi bikes hitting mechanical problems at Donington and crashing out of contention at Jarama, with a solitary sixth place by Monti in the first race the sole fruits of their Spanish sojourn. "I think Honda realize now they've made a big mistake in letting the RC30 run on too long — it's basically uncompetitive now," said one team member who declined to be identified. "The problem is that they don't have its replacement anywhere near ready, because they waited too long to start design work. It'll be another round-piston V4 but with fuel injection, because even if they wanted to race the NR750 when it reaches production, it'd be way too heavy — around 484 lb. in street form and 440 lb. as a racer. But the injected RC30 successor should have been ready for this season but wasn't, and probably won't even make the March homologation date for 1992 — probably the earliest we'll be able to have it will be the second July signature date. Till then, we're just maintaining a presence and running a holding operation, which is pretty frustrating for the riders."



Honda has made an effort to improve air flow to the carburetors — but fuel-injection may be the Honda answer to Ducati's dominance in the future.

A fuel-injected version of the Gardner/Doohan RVF750R would be a pretty potent device, and it's noticeable that neither of the works Honda teams is complaining about Ducati's current dominance! But till that arrives, the 1991 works version of the RC30, which arrived late only the week before Donington, still requires some development to be competitive, as Team Rumi's chief engineer Norris Farrow explains.

"Honda has made big efforts to improve airflow to the carbs, cut down on internal friction, and improve pick-up out of turns," says Farrow. "We're running two-ring pistons with a slightly lower 12.4:1 compression to take account of available fuel — we run normal pump gas — but the crank and the ignition rotor have been downsized for reduced flywheel effect, and we're even running a smaller generator for the same reason. But the big problem has been with the new airbox, which is much bigger than before and requires us to use a fuel pump for the first time because the altered tank shape puts the feed tap below the level of the floats. Honda has picked up on an idea we experimented with last year at Hockenheim but couldn't get to work, which is a ram-air system that we called 'Rum(i)-air'! Basically, it's entailed their splitting the main water radiator into two halves which are now mounted on the side of the bike, with a third chin fairing like before. This opens up the front to offer a cleaner flow of air to the carbs, but the problem is that you can't regulate it, and we have to do that by altering the shape and size of the airbox, which is a hit and miss affair. Honda claim 147 bhp at the crank this year (142 bhp at the start of 1990), but that's the figure we'd developed the bike to produce ourselves by the end of last season, at 14,300 rpm, we we've still got a lot of work to do to up the power, and to start with at least, we're running a hybrid 90/91 version."

Surprisingly, in view of the fact that Moriwaki market an apparently successful conversion for the RC30 motor, there's no sign of a dry clutch yet on the works RC30s, perhaps because of the problems associated with the sprag design. "Jean D'Hollander reckons there's 3 bhp alone in the dry clutch," says Farrow, "so we're definitely going to try a Moriwaki quite soon — Sarre's

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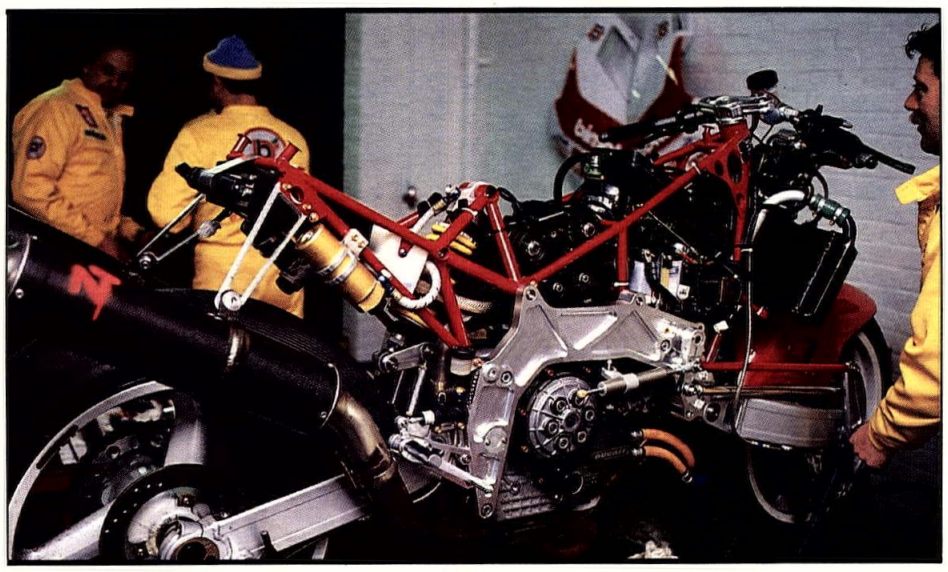
not so keen, because of his fast starts, but Fred wants to try one. We also have a new close-ratio gearbox which the riders have mixed views on, with a closer first and second ratios: Monti likes it, but Fred's not so sure."

The big problem the team ran into at Donington was overheating — on a freezing cold English spring day! — exactly the same trouble they encountered at the same meeting a year ago; this time, Merkel had to retire from the first race with his engine boiling like a kettle. "Getting the bikes so late meant we had to run them as received," says Norris, "and to be honest the quality control on the machining isn't all it should be: there was a fault on the heads and cylinder that we cured for Jarama — but it was a bit surprising, because it was the same fault we had last year! They still run a bit hot, but the problem isn't the water temperature, it's the oil, which was up to 120° on Monti's bike in Britain, and that obviously affects the water too. We brought it down a lot for Spain by relocating the oil cooler to the nose of the bike and ducting it, but it still may be a problem for later in the year once the weather heats up."

The chassis is based on last year's bike in its evolved form, with the 15 mm shorter swingarm now incorporated without the need to cut and weld it like before. However, the major change is the fitting of Showa upside-down forks sourced from the '90 NSR500 GP bike, which in fact give a 15 mm longer wheelbase than before, so restore the status quo, except that the weight has been moved even further back relative to the axles, as a result! Perhaps because of this, and also because of the problems in setting up the new forks, which appear impervious to small adjustments — one full turn on compression apparently yields no noticeable change, according to the riders! — Fogarty opted to use his 1990 bike at Donington, and the Rumi Team plan to swap to Ohlins forks for the next race in America, mainly because of the superior back-up service available at the track (they already use Ohlins rears); there was no Showa rep in attendance at either of the first two races, which seems remarkable. Fitted with the Showa forks and Brembo steel brakes, Merkel's '91 RC30 scales 365 lb. half-dry (against 159 kg. at Donington for his second, 1990 machine, which had to be ballasted to pass muster), but once Brembo can get up to speed on carbon manufacture, the team plan to test a hybrid system as fitted to the works Ducatis. Only two problems; "We have to be very careful which side we fit the steel disc to," says Farrow, "because the RC30 is basically unbalanced — the center of gravity is not in the center line between the wheels — it's actually offset 15mm to the left, because of the ignition and the fact the motor is moved over slightly to get the chain line right! So obviously we have to fit the carbon disc to that side, which will help even up the balance of the bike and should improve the handling beyond what you'd expect anyway with the reduced gyroscopic effect!"



Bimota's Tesi 1D is powered by a 964cc Ducati motor for '91. The engine sits in the bike's unique chassis and has been ridden by three different riders in '91.

Having lost their Gipsy sponsorship for this season, an indication of the tight budget the Rumi team is operating under this season was the conspicuous absence of any tire warmers in their pit at either race; at $1000 a set, these are deemed to be an expensive luxury the team doesn't really need anyway, because of the special properties of their Pirelli tires, which warm up much quicker than other makes from cold, due to the special glaze visible on the shiny Italian rubber when new. "It's a combination of a release agent to get the tire out of the mold, and a soft outer layer which scrubs off and exposes the working surface more quickly than on other tires," says Farrow. "Pirelli says we don't need tire warmers, and since we're tight on budget, that's one way to save." Strange, but true . . .

Honda's holding operation this season while feverish work on the RC50 or whatever its designation is takes place may not yield the success that the Big H has come to expect in four-stroke racing over the years. Meantime, the question remains unasked: could Honda build a Ducati-beating, round-piston twin?

BIMOTA: Back in the Deep End

After failing by the narrowest of margins to clinch the first World Superbike title back in 1988 with their fuel-injected, Yamaha-based YB4EIR, Bimota is back in SBK with a self-sponsored works team this season, running a singleton Tesi 1D with their

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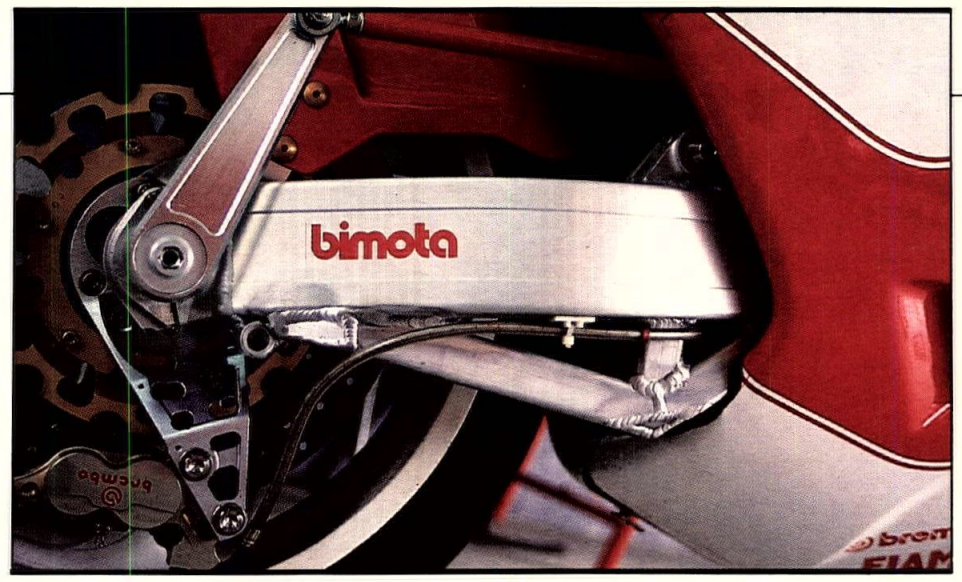
own long-stroke version of the 8-valve Ducati motor, in what is essentially a development exercise that has the useful additional benefit of yielding worthwhile publicity returns — especially when they get in the points, as they did at both the first two rounds, courtesy of guest riders Steve Manley and Dominique Sarron, recruiting on a race by race basis after works rider Vittorio Scatola high-sided himself into hospital with a badly broken leg in the first practice session at Donington.

Bimota has extensively revamped the Ducati engine, which now measures 95x68 mm in Tesi Superbike form, for a capacity of 964cc, and delivers 128 bhp at the rear wheel, at 10,000 rpm — a good way further down the rev scale than the shorter-stroke (64mm) Ducatis — as well as offering a much meatier midrange and bottom end power curve. Too meaty, perhaps, for keeping the front wheel down exiting slow turns is a major headache, as Steve Manley found in the first race at Donington, when embroiled in a dice with Falappa on the second factory Duke, Steve took a big handful out of the chicane after using the Tesi's undoubted braking abilities to sit it out successfuly with the Italian hard man, only to have the front wheel come up so far in the air, it almost flipped him off backwards! Then, when the wheel touched down again with a bang, it did so so hard, it dented the front rim!

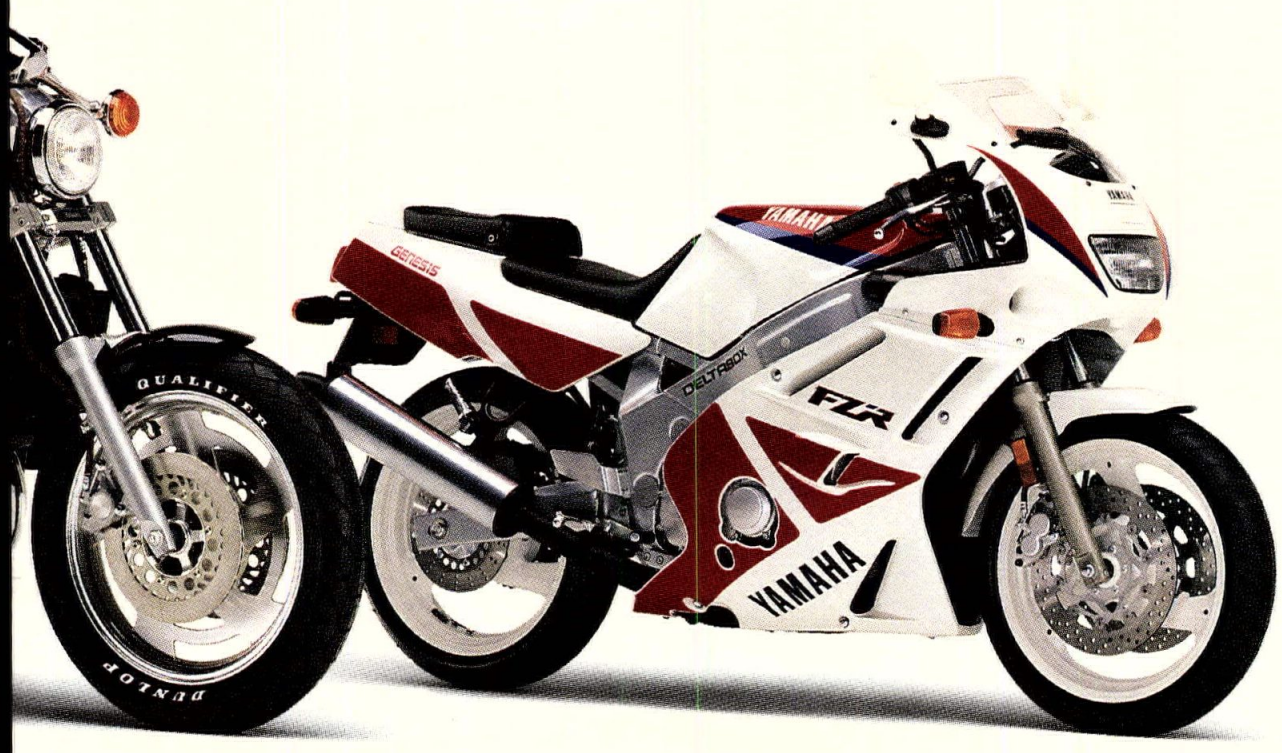
The problem is exacerbated by the forkless Tesi chassis' rearwards weight bias — not helped by the siting of the EFI/ems control box in the tail — of 49/50%. At 336 lb. half-dry, the Tesi today is at the same stage the works Ducati was a year ago, but as chief engineer Pierluigi Marconi says, the bike is basically overdimensioned, since they had no real idea how strong the various components needed to be for long-term life in such a revolutionary design, so erred on the safe side. Even so, Sarron felt the front swingarm was flexing after early tests, leading the team to front at Jarama with each of the two bikes (only three racing Tesis have been built so far out of the projected five) with unpretty gussets and struts under the swingarm. Frankly, it's unlikely there's any flex there, since the dimensions are the same as the rear swingarm, which absorbs all the side-loading of the chain pull quite happily . . . !



The Tesi is most noted for its forkless front suspension and hub-center steering. The major problem at this point seems to be one of aerodynamics and stability.

After initially employing suspension units from their traditional supplier Marzocchi, Bimota has become disenchanted with the efforts of the Italian suspension manufacturer and equipped the Tesi racer with Ohlins units front and rear. Even these aren't perfect, because they're designed for the rear end of a conventional bike and have the wrong kind of valving for a hub-center machine, but new, specially-made units are on the way, and will be tested in conjuction with a similiar set from White Power. When that happens, it may help resolve the Tesi's biggest problem that's shown up so far, a lack of stability in a straight line that was very evident at Jarama, where Sarron's bike was wobbling all the way down the front straight, after hitting the bumps on the exit of the fast sweeper leading on to it, which basically unsettled the bike and sent it into the weave. The problem however is almost certainly aerodynamic, because having been designed to look pretty rather than efficient, the Tesi bodywork has not yet seen the inside of a wind tunnel, and the air is certainly getting under the high-set, square nose, and lightening the front end so that, when the wheel hits a bump, it sends the bike into a speed wobble. Tests at Misano with a wraparound screen and droop-snoot nose have shown a marked improvement, but Bimota are stuck with the homologated body shape for the rest of this season, till the Milan Show when they'll launch their revamped version in time to homologate it for next year.

It's a shame that the aerodynamic problem should have arisen, because it compromises people's perception of the hub-center Tesi chassis' forkless front suspension and steering. So far, this has more than lived up to expectations in turns, though it takes a conscious effort on the part of the rider to leave his braking as late as the chassis will let you: Sarron was noticeably reluctant to test the bike's potential in this regard at Jarama, complaining that the steering was too heavy to lay it into the turn on the brakes. Manley had no such problems in acclimatization at Donington, and judging by his Jarama performance on his ageing, underfunded privateer Yamaha, would have been a better bet for Bimota to stay with than a former GP rider perhaps too set in his ways to adapt to the Tesi design. Still, Bimota are happy at the progress made so far with such a new and avantgarde racer, and Marconi is already applying many of the lessons learned in SBK to his 500 GP twin, which also sports a Tesi chassis. CN



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